

# REGIONAL DEVELOPMENT AUSTRALIA

## WORKPLAN TASK 3

### Local Community Infrastructure Priorities



**Response Prepared By:**

**Area Consultative Committee Tasmania**

**October 2008**

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## 1. Executive Summary

The findings of this report have been underpinned by an extensive consultation process ACCT has undertaken with various community, business and Government representatives of the Tasmanian community. The following key points highlight the principle community infrastructure priorities, as identified by representatives of the Tasmanian community:

### OVERALL:

- The specific ‘infrastructure’ priorities of regional communities in Tasmania vary widely and relate closely to the individual driving industries relevant to each region. The future community and regional development funding program must allow applicants to apply for funding support for a range of projects relevant to the needs and priorities of their community.
- Participants have demonstrated the significance of social ‘infrastructure’ to the health and wealth of regional communities. The need for financial support for social development projects is considered fundamental in stimulating ‘healthy and wealthy’ regional communities.

#### 1. Road, rail and air transport status

- Some priorities identified relate to improving local and regional economies (e.g. exit ramps off highways to encourage economic investment in industrial areas), and some priorities related to regional liveability (e.g. trails, and bicycle paths to improve community health and well-being, and ensuring access to reliable public transport).

#### 2. Health services (hospitals and rural doctors capacity)

- Infrastructure requirements associated with the delivery of health and medical services are seen as a significant priority throughout regional Tasmania. Securing a sustainable GP service in rural and remote Tasmania is essential.

#### 3. Access to welfare and support services

- Changing demographics in Tasmania are increasing the demand on a range of welfare and support services throughout the State. Such facilities are used as a means of maintaining ‘sense of community’, encourage adult learning and intergenerational interaction of community members.

#### 4. Communication services

- All Tasmanian communities need universal access to broadband to ensure economic prosperity, social including, and general networking between communities.

5. Utilities

- Funding is required to develop integrated planning strategies for industrial sites/precincts to control and co-ordinate waste management, access to natural gas, road development and water supply.

6. Water storage capacity

- Investment in infrastructure such as potable water in regional townships can increase carrying capacity of a region, providing significant community benefits as well as encouraging private investment and economic growth.

7. Sporting and recreational facilities

- Sporting and recreational facilities are fundamental to the health and well-being of communities. There is a strong emphasis on the consolidation of recreational facilities that cater for multiple purposes.

8. Business services

- Location of industry-specific training facilities that are relevant to local and regional economies.
- Funding will be required to assist businesses adapt to the climate change agenda and associated accreditation processes.

9. Other

- Environment: The challenge of climate change provides an opportunity for the Commonwealth to support environmental infrastructure initiatives that reduce the environmental footprint of regional communities.
- Tourism: Tourism has become an integral part of many regional communities and tourism infrastructure must be maintained, and in many cases upgraded in order to meet current demand.
- Arts: A rich cultural identity, through appropriate funding of arts infrastructure, is strongly connected to liveability factors in regional communities.

## 2. Introduction

This report has been prepared by Area Consultative Committee Tasmania (ACCT) in response to the Department of Infrastructure, Transport, Regional Development and Local Government's (DITRDLG) Work Plan Task 3: To identify the "... types of community infrastructure that may increase economic investment, improve the job opportunities in regional Australia and enhance the livability of regional centers."<sup>1</sup>

The findings in this report have been identified through a series of community and stakeholder engagement activities conducted by ACCT throughout Tasmania between April and September 2008. ACCT would like to take this opportunity to thank the individuals, community groups, and organizational, Local and State Government representatives who provided ACCT with feedback throughout the six month consultation period.

It is recognised that the Australian Government is seeking advice regarding a broad range of infrastructure priorities, and that the new Regional and Local Community Infrastructure Program (RLCIP) is expected to focus on a less broad range of priorities than that which is discussed in this report. The feedback provided is therefore intended to assist in the development of policy across a range of Australian Government Departments.

ACCT also acknowledges recent advice from the Government that suggests a new regional development fund may not be open to private enterprise. ACCT has worked with, and supported a number of projects where private enterprise has driven and successfully applied for projects that have delivered substantial community benefit. Examples include, but are not restricted to, projects such as Barnbougle Dunes Golf Course, Hellyer Road Distillery, and Tall Timbers Hotel Hydrotherapy Pool. The benefits of such projects have been well documented and are examples of where the Australian Government has successfully invested in 'community infrastructure' through private enterprise.

Encouraging and supporting locally-driven private enterprises in regional Australia is fundamental to the ongoing viability of regional economies. The significant benefits of the employment opportunities created by these private enterprises should not be appreciated purely for their economic benefits. Indeed, the social benefits of encouraging active participation in the work force, breaking down employment barriers, assisting in skill creation, and contributing to the general 'health' of regional communities must all be recognised.

Similarly, ACCT strongly believes that the term "community infrastructure" should encompass both soft and intangible development projects, which encourage and support social networks, leadership and mentoring , as well as hard infrastructure (i.e. tangible items such as bricks and mortar, roads and telecommunications infrastructure). Supporting the development of soft infrastructure is often overlooked in grant programs, yet the building of 'community capacity' is an essential component of any successful community. Community feedback documented in ACCT's response to Work Plan 2, strongly supports the notion that capacity building is as vital to communities as halls, roads, libraries and the like.

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<sup>1</sup> As requested in Attachment B of DITRDLG's "Regional and Local Community Infrastructure Program *Discussion Paper*" (July 2008).

### **3. Stakeholder Consultation**

The feedback presented in this report includes information and views presented throughout the consultation activities conducted for Workplans 1 and 2 and includes:

- An on-line survey, linked to the ACCT webpage, with questions extrapolated from the “Preparing A Response to RDA Workplan Task 2” template provided by DITRDLG<sup>2</sup>;
- Four externally-facilitated workshops conducted in the major regional areas of the Tasmania (Burnie - North West, Launceston - North/North East, and two in Hobart - South Metro, and South Regional<sup>3</sup>; and
- Two internally-facilitated regional meetings conducted on the East Coast (St Helens) and West Coast (Queenstown) of Tasmania<sup>4</sup>;

ACCT also conducted the following activities with the purpose of seeking specific advice for Workplan 3:

- Provided a copy of the Government’s Infrastructure Priorities Template<sup>5</sup> to the 29 Tasmanian Local Government Areas as well as numerous Tasmanian State Government Departments and Agencies.
- Met with various representatives of the Tasmanian Department of Economic Development and Tourism to discuss the infrastructure priorities from both a local and regional perspective.

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<sup>2</sup> 320 responses were made between August 26<sup>th</sup> and September 8<sup>th</sup>, 2008.

<sup>3</sup> The five-hour workshops were held on 24<sup>th</sup>, 25<sup>th</sup>, 29<sup>th</sup> and 30<sup>th</sup> July 2008. The final stage of each of these forums involved individual participants completing a survey on the principles and priorities of the RLCIP.

<sup>4</sup> These meetings were conducted on the 5<sup>th</sup> and 18<sup>th</sup> August respectively. The meetings focused on the future role of RDA, and the principles and priorities of a new community infrastructure funding program. Participants were asked to complete a survey regarding the new RLCIP.

<sup>5</sup> The Template was provided in Attachment B of DITRDLG’s “Regional and Local Community Infrastructure Program *Discussion Paper*” (July 2008).

#### **4. Local Community Infrastructure Priorities**

Table 1 is a representation of the “types of community infrastructure that may increase economic investment, improve the job opportunities in regional Australia and enhance the livability of regional centers”<sup>6</sup>, as identified by consultation participants and stakeholders.

Due to a large proportion of feedback listing specific community infrastructure sites and/or projects, the exact wording of responses has been edited and integrated under the headings provided by DITRDLG to ensure effective and concise reading.

Whilst the template provided by DITRDLG did not include provision for “Tourism”, “Arts” or “Environment” feedback, an overwhelming number of respondents identified these types of community infrastructure as integral to the livability of their community. For this reason, an additional row (under the heading “Other Community Infrastructure Types”) has been added to the Template.

On this note, it is important to highlight the fact that a large proportion of feedback submitted to ACCT related to community infrastructure that focuses on livability, rather than economic growth. The huge number of ‘social’ infrastructure projects demonstrates the Tasmanian community’s genuine (and currently unfulfilled) need for funding to be made available to assist in the upgrade of existing, and development of new, community infrastructure projects. Examples of the types of local community infrastructure identified by respondents include:

- Community halls (upgrade, refurbishment, new);
- Protection and interpretation of locally significant historical sites/properties;
- Provision of ongoing funding for Community Houses;
- Community Sheds (e.g. “Men’s Shed”);
- Multi-purpose learning and community development centres; and
- Youth and aged activity programs.

A complete and exact copy of all written feedback submitted to ACCT in relation to the Community Infrastructure template has been attached in Appendix 1.

Table 1 also accounts for some of the feedback received from the Web Survey conducted by ACCT as part of Workplan 2. Question 18 of the survey asked respondents to identify examples of local community infrastructure projects respondents felt would/should be eligible for the RLCIP. 21% (67 of 320) of participants provided examples of such projects. The types of community infrastructure these projects represent have been included in the Table.

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<sup>6</sup> As requested in Attachment B of DITRDLG’s “Regional and Local Community Infrastructure Program *Discussion Paper*” (July 2008).

A total of 62 community infrastructure projects (including both specific projects and general infrastructure strategies) were identified in response to Question 18<sup>7</sup>. Of these, twenty nine projects (47%) were related to social infrastructure (community halls, recreation trails, arts related etc.), twenty four (39%) were related to socio-economic outcomes (youth at risk training, wellness centers, senior training and learning centers), and nine (14%) were targeted primarily at economic outcomes (tourism infrastructure, road upgrades, technology infrastructure) (Figure 1).

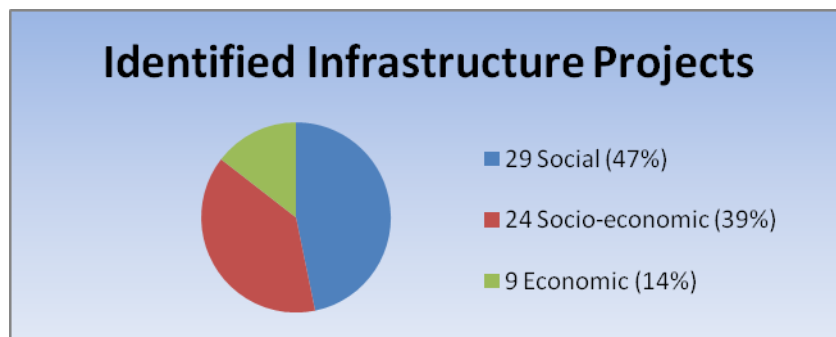


Figure 1: Principle focus of Local Community Infrastructure projects identified by survey respondents.

These results further demonstrate the community’s desire for access to Commonwealth funding for social infrastructure projects. The following quote is an extract from one respondent’s answer:

“There is a desperate need for SOCIAL infrastructure projects... Projects that identify community economic development opportunities [to] fund major infrastructure such as roads, hospitals, bricks and mortar, ... should be an entirely different program. It must be State, Local and Federal Government and INDUSTRY funding. We need to have social, community development projects to ensure safe, well informed communities and ADAPT to the CLIMATE CHANGE AGENDA of the Rudd Government...”

A complete copy of the answers received for Question 18 of the survey has been attached in Appendix 2.

The number of ‘community projects’ identified in both Table 1, and by respondents of Question 18 clearly demonstrate the critical need for regional communities to have social spaces and places where residents can socialize and ‘come together’ as a community. ACCT acknowledge that the social well-being of all communities is fundamental in maintaining and sustaining both the population and economy, of communities, and that communities throughout Australia must have access to an infrastructure funding program that can be adapted to the specific needs of individual communities.

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<sup>7</sup> The feedback provided by five of the sixty-seven respondents was irrelevant to local community infrastructure priorities.

## Workplan Task 3: Community Infrastructure Priorities

Prepared by Area Consultative Committee Tasmania for the  
Department of Infrastructure, Transport, Regional Development and Local Government:



INFRASTRUCTURE TYPE	TIMEFRAME	WHY THIS IS A PRIORITY FOR YOUR COMMUNITY
<b>Road, Rail and Air Transport Status</b>		
<b>Tourism Road Upgrades</b>	Medium	<p>Recent increases in tourism numbers to the State have highlighted the shortcomings in the road network within regional Tasmania.</p> <p>This particularly relates to the main arterial highways in particular municipalities, a number of which lack passing bays as their design does not easily account for the increasing transportation usage.</p>
<b>Transport alternatives</b> <ul style="list-style-type: none"> <li>• Provision of safe cycle routes on existing road corridors by providing exclusive <b>bicycle only lanes</b></li> </ul>	Short / Medium Term	<p>To assist communities to reach sustainability targets in line with national goals for reducing greenhouse gases and dependence on fossil fuels particularly imported oil.</p> <p>City liveability, public safety, public health and energy efficiency are all reasons quoted by participants as to why it is a priority for their community.</p>
<b>Transport alternatives</b> <ul style="list-style-type: none"> <li>• Improvement to the efficiency of public transport by creating exclusive <b>bus only lanes</b> on the disused rail corridor</li> </ul>	Medium	<p>Passenger rail and bus services are a high priority. Fuel costs and global warming concerns have resulted in economic and environmental pressures to reduce the number and nature of transits between centres.</p> <p>Current infrastructure levels do not facilitate any reduction in these areas and Commonwealth funding assistance in this area will be imperative in empowering communities to reduce their carbon footprint, whilst also encouraging residents to participate in active lifestyles.</p>

### Workplan Task 3: Community Infrastructure Priorities

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Department of Infrastructure, Transport, Regional Development and Local Government:



<p><b>Urban Road Network Upgrades</b></p> <ul style="list-style-type: none"> <li>Including city bypasses and exit ramps</li> </ul>	<p>Medium Term</p>	<p>Road connections to the cities of Hobart and Launceston could be enhanced by the building of a set of on and off ramps to take traffic from urban streets on to the highway network.</p> <p>The infrastructure will enhance residential amenity, allow for the expansion of industrial areas, make shopping centres/districts more competitive. PLUS reduce congestion within cities, provide appropriate linkage between key cities and the state arterial networks; facilitate further development and expansion of industrial estates; and maximize use of existing rail and road corridors.</p>
<p><b>Strategic transport links</b></p> <ul style="list-style-type: none"> <li>Including intermodal air, sea, and rail linkages to encourage efficient transit centres</li> </ul>	<p>Medium</p>	<p>The extension of the national Auslink Road Network Corridor from both Launceston Airport and Hobart International Airport would encourage the development of new, and improve the efficiency of existing intermodal transport hubs.</p>
<p><b>Health services – hospitals and rural doctors capacity</b></p>		
<p><b>Aged Care Facilities</b></p>	<p>Short /Medium / Long</p>	<p>There is a growing need for increased capacity for aged care in both institutional and home based care due to an aging population.</p>
<p><b>Integrated Health Care Facilities</b></p>	<p>Medium</p>	<p>Integrated Health Care centres would focus on the provision of emergency services including short stay elective services. Construction of centres could be prioritized according to demographics (age, hospital admission rates etc.) of LGAs / regions.</p>

### Workplan Task 3: Community Infrastructure Priorities

Prepared by Area Consultative Committee Tasmania for the  
Department of Infrastructure, Transport, Regional Development and Local Government:



<p><b>Shortage of Medical Practitioners</b></p> <ul style="list-style-type: none"> <li>Funding to attract medical professionals</li> </ul>	<p>Ongoing priority</p>	<p>Participants identified the urgency of addressing rural health services and of the need to attract medical professionals to regional communities in order to ensure adequate levels of rural health services.</p> <p>One respondent demonstrated the crisis by highlighting their region’s existing general practice as having one GP for a population of 2,300, in comparison to the recommended GP/population ration of 1:900.</p> <p>Respondents suggested that more needs to be spent on promoting the ‘livability’ of regional communities (and therefore the importance of providing funding for community-driven social projects) to entice medical professionals to rural areas.</p>
<ul style="list-style-type: none"> <li>Ensure availability of broadband to enable better use of existing technology.</li> </ul>	<p>Medium</p>	<p>Better technology would enable the capacity of regional nurses by enabling satellite appointments with a specialist in a city, and the assistance of a nurse on site.</p>
<ul style="list-style-type: none"> <li>Increasing capacity of existing medical centres</li> </ul>	<p>Medium</p>	<p>Some existing centres need to be expanded to accommodate visiting allied health services (such as mental health, drug and alcohol, and dentistry), as well as creating enough space to conduct youth events and community activities.</p>

## Workplan Task 3: Community Infrastructure Priorities

Prepared by Area Consultative Committee Tasmania for the  
Department of Infrastructure, Transport, Regional Development and Local Government:



Access to welfare and support services		
<b>Community Learning and Information Centres</b>	Short / Medium	Facilities are used as a means of maintaining a ‘sense of community’, encourage adult learning and intergenerational interaction of community members.
<b>Community Houses Funding</b>	Short / Medium	Changing demographics in Tasmania are increasing the demand on Community Houses throughout the State.
<b>Establishment of ‘one-stop shops’ for family support services and information.</b> <ul style="list-style-type: none"> <li>Including alcohol, drug, and financial counseling Centres</li> </ul>	Short/ Medium	<p>Improved access to drug and alcohol services; mental health services; early intervention and support programs for families and children at risk; the provision of innovative diversionary programs for young offenders and young people at risk of offending and advocacy and information services for culturally diverse communities are key issues.</p> <p>Access to such services is non-existent in many areas.</p>
<b>Housing alternatives</b> <ul style="list-style-type: none"> <li>Adaptation of housing stock to demographic needs</li> </ul>	Long	Facilitate innovative, energy efficient housing solutions, particularly for the ageing and welfare-dependent community. Ensure housing appropriate to need of residents (e.g. single male in late 30s is best suited to a one-bedroom urban unit rather than a 3 bedroom brick veneer in suburbs).
<ul style="list-style-type: none"> <li>Provision of portable accommodation at site of employment</li> </ul>	Medium / Long	Portable accommodation will enable employees to live close to remote work sites, and assist in attracting regional labor.

### Workplan Task 3: Community Infrastructure Priorities

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Department of Infrastructure, Transport, Regional Development and Local Government:



Communication services		
<b>Telecommunication infrastructure</b>	Short / Medium	<p>Many rural and remote areas suffer from poor telecommunication infrastructure. Mobile coverage and access to free to air television stations is poor or non-existent, and access to Broadband is severely limited, in a number of locations.</p> <p>The ultimate outcome sought in this area is for universal access to broadband throughout Tasmania.</p>
Utilities		
<b>Stormwater</b>	Short	Culverts and pipes under high-traffic Highways have insufficient capacity to accommodate heavy flows. This incapacity could affect the approval of further development in catchment areas.
<b>Water Supply</b>	Short	Townships indicate a lack of regular water supply and/or sewerage reticulation to be a significant barrier to future growth and development of township(s).
<b>Industrial Land-Use Planning Strategies</b>	Medium	<p>Funding required to develop integrated planning strategies for industrial sites/precincts to control and co-ordinate waste management, access to natural gas, road development and water supply.</p> <p>The siting of industrial parks should be based on underlying market demand that is not yet catered for as opposed to a “Build and Thy Shall Come” mind-set.</p>
<b>Waste Management Strategies</b>	Short	Regional industrial precincts in dire need for new waste management strategies.

### Workplan Task 3: Community Infrastructure Priorities

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Department of Infrastructure, Transport, Regional Development and Local Government:



<b>Sewerage System</b>	Short	Urgent need for sewerage systems in multiple rural townships (especially those in tourism and industrial areas).
<b>Water storage capacity</b>		
<b>Emergency Services Water Storage</b>	Medium	Areas identified as having a lack of water storage reservoirs to provide fire services and reserve supply (especially in Summer) for residents.
<b>Dam Feasibility Studies</b>	Long	Feasibility studies to determine the potential creation of dams in particular areas to provide opportunities for the generation of electricity, as well as tourism and recreational opportunities.
<b>Water Reticulation</b>	Short / Medium	There is no water reticulation in the entire Tasman municipality.
<b>Development of Dam Systems</b>	Short	Outcome sought: to drought proof agricultural areas.
<b>Recreational Opportunities</b>	Medium	The potential of linking recreational opportunities with community dams has been recognised as having significant potential social benefits.
<b>Sporting and recreational facilities</b>		
<b>Infrastructure to facilitate community involvement in sport and recreation</b>	Medium	Sport and recreation facilities are seen as a high priority because they help to improve the health and lifestyle outcomes of communities.  City liveability, public health, community development and tourism. Existing sporting infrastructure in many towns and regions is ageing and unable to meet current recreational needs.

### Workplan Task 3: Community Infrastructure Priorities

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Department of Infrastructure, Transport, Regional Development and Local Government:



<p><b>Development of new facilities</b></p>	<p>Short / Medium</p>	<p>Need identified for multi-purpose rather than specialized centres to maximize use and minimise cost of facilities.</p> <p>“The volunteers that have traditionally managed sporting &amp; recreational pursuits are fast diminishing and to ensure that the Communities are able to fill this void it will require “Councils” to initiate this service. This can only be achieved from having fewer specialised facilities and more “Multi-purpose” facilities all within a managed precinct where sporting and recreational pursuits will be provided on the “user pay” basis.”</p> <p>“There has been a significant deficit in the provision of funding for sport and recreational facilities in recent years and this area is one identified as having significant need”.</p> <p>“Trails in the City are becoming a popular recreation facility for residents. They are seen as facility that shows the level of understanding of issues like healthy lifestyles.”</p>
<p><b>Upgrade of existing facilities</b></p>	<p>Short / Medium</p>	<p>Existing facilities require upgrade of lighting, amenities, surfaces etc. to encourage even more use and cater for existing over-demand.</p> <p>Municipal recreational Management Plans identify need of upgrades to a large number of existing facilities.</p>
<p><b>Cycle Paths</b></p>	<p>Short / Medium</p>	<p>Cycle paths (particularly in areas of tourism) are acknowledged as a great way of encouraging residents and tourists to spend more time and money in an area.</p> <p>Shared Pathways have been identified via LG community consultations as extremely high priority and will encourage people to use alternative and environmentally sustainable transport.</p>
<p><b>Play Grounds</b></p>	<p>Short</p>	<p>Regional playgrounds for social inclusion in disadvantaged areas.</p>

### Workplan Task 3: Community Infrastructure Priorities

Prepared by Area Consultative Committee Tasmania for the  
Department of Infrastructure, Transport, Regional Development and Local Government:



<b>Healthy Lifestyle and Recreational Programs</b>	Short/ Medium	Recreational studies have identified the need for more programs targeting Senior groups, as well as young people at risk.
<b>Major Sport Stadiums</b>	Medium	Major sporting stadiums must continue to develop and offer a range of quality facilities for event organisers as well as spectators.
<b>Business Services</b>		
<b>Adaption of Business to Climate Change agenda</b>	Short / Medium	Climate change: assisting people to reduce energy and enable accreditation (water management – supply chain) – adapt to accreditation requirements
<b>Skills and Employment Outreach Service</b>	Short / Medium / Long	These services are currently intermittent and limited in nature. Locally based and managed services need to be re-established.
<b>Downstream processing infrastructure</b>	Medium	Funding programs to assist with the identification of increased downstream processing opportunities would be a distinct advantage to regions that depend on primary industry, yet export products in their raw state, therefore missing out on optimum economic return to local area.
<b>Business Planning Strategies</b>	Medium	Changes in demographics and labor market will result in job retention becoming more of an issue than job growth and/or skills development and A significant decline in manufacturing (construction & retail) jobs is expected, and a refocus of niche aquaculture, horticulture, food and wine industries is expected. The effects of these changes need to be studied to ensure adequate infrastructure for changing economy.

### Workplan Task 3: Community Infrastructure Priorities

Prepared by Area Consultative Committee Tasmania for the  
Department of Infrastructure, Transport, Regional Development and Local Government:



<b>Visual Amenity of Business and Shopping Precincts</b>	Short / Medium	Assistance with infrastructure/ landscaping/ public space/ and further development of specific business precincts – especially those that are waterfront where infrastructure such as jetties would encourage use of area. Such sites are of strategic importance to a city’s commercial and recreational development.  Existing pedestrian malls are vital the future prosperity of both a major regional city and the surrounding region. To remain vibrant Malls require major refurbishment in terms of surfaces, structures, landscaping and utilities.
<b>OTHER: Environmental</b>		
<b>Water supply alternatives</b> <ul style="list-style-type: none"> <li>• Water recycling initiatives</li> </ul>	Short	Environmental sustainability and agri-business. Further expansion of the existing successful water recycling schemes and integration with adjoining cities.
<b>Energy alternatives</b> <ul style="list-style-type: none"> <li>• Alternative</li> </ul>	Long	Improve access of alternative energy sources for commercial and domestic use. Promote the economic and energy efficiency of alternative energy sources.  Extend the existing availability of natural gas throughout the major cities.
<b>Climate change adaptation</b> <ul style="list-style-type: none"> <li>• Infrastructure to mitigate the progressive impacts of climate change.</li> </ul>	Long	Environmental sustainability, City liveability, asset management, public safety. Sea level rise has been identified as a significant issue in low lying coastal areas of the City of Clarence, potentially affecting several communities.

### Workplan Task 3: Community Infrastructure Priorities

Prepared by Area Consultative Committee Tasmania for the  
 Department of Infrastructure, Transport, Regional Development and Local Government:



<ul style="list-style-type: none"> <li>Buy Back Schemes</li> </ul>	Medium	Climate change – “buy back” schemes for double-glazing of windows, water tanks, waste recycling (enable people to become accredited companies – leads to supply chain of business / product use
Creek/Waterways	Medium	Environmental/weed control/recreation/lifestyle
	Short	Erosion problems in some creeks may impact upon decisions to approve development upstream. Debris flow analysis illustrates a need for mitigation works and early warning systems
	Medium	Debris flow analysis illustrates a need for mitigation works and early warning systems
<b>Other: Urban public spaces</b>		
<ul style="list-style-type: none"> <li>Urban renewal, streetscapes and public amenity</li> </ul>	Short	City liveability, business sustainability, and tourism

### Workplan Task 3: Community Infrastructure Priorities

Prepared by Area Consultative Committee Tasmania for the Department of Infrastructure, Transport, Regional Development and Local Government:



Other: Culture and Arts		
<ul style="list-style-type: none"><li>▪ Infrastructure to facilitate community involvement in arts, heritage and culture</li></ul>	Medium	City liveability, sense of community, community identity and tourism. Young cities and urban communities need cultural infrastructure to establish a sense of place.
<ul style="list-style-type: none"><li>• Theatre and Arts Centre</li></ul>	Medium	Individual theatres have been recognised for as regional performing arts centres. At least one of these receives no State Government funding. Many of these centres are in need of a major refit in order to attract both audiences and productions. The areas most needing attention are the seating in venues and the stage lifting and operating gear.

Table 1: Types of community infrastructure that may increase economic investment improve the job opportunities in regional Australia and enhance the liveability of regional centres.

## 5. Summary

The findings of this report have been underpinned by an extensive consultation process ACCT has undertaken with various community, business and Government representatives of the Tasmanian community. The feedback received during the meetings, forums, surveys, interviews, and ‘mail-outs’ conducted throughout the six-month consultation process has enabled ACCT to develop a response to Workplan 3 that accurately portrays the concerns and priorities of the Tasmanian community.

The following key points highlight the principle community infrastructure priorities, as identified by representatives of the Tasmanian community:

### 1. Road, rail and air transport status

- Different regions have different priorities. Some priorities identified to improving local and regional economies (for example, by prioritizing exit ramps off highways to encourage economic investment in industrial areas), and some priorities related to regional liveability (for example, by prioritizing trails, and bicycle paths to improve community health and well-being, and ensuring access to reliable public transport).
- There is the opportunity to invest in soft infrastructure such as a subsidy for public transport to enable people in small communities to utilise school buses when idled etc. The support of public transport initiatives will also assist in the challenge of climate change as well as providing the opportunity for social inclusion and participation.

### 2. Health services (hospitals and rural doctors capacity)

- Infrastructure requirements associated with the delivery of health and medical services are seen as a significant priority throughout regional Tasmania.
- Securing a sustainable GP service in rural and remote Tasmania is essential for the health residents and viability of existing Health and Community Service centres. The population of these towns is likely to further decline as ageing residents are forced to move closer to medical services.

### 3. Access to welfare and support services

- Facilities are used as a means of maintaining ‘sense of community’, encourage adult learning and intergenerational interaction of community members.
- Changing demographics in Tasmania are increasing the demand on Community Houses throughout the State.

#### 4. Communication services

- All Tasmanian communities need universal access to broadband to ensure economic prosperity, social including, and general networking between communities.

#### 5. Utilities

- Funding required to develop integrated planning strategies for industrial sites/precincts to control and co-ordinate waste management, access to natural gas, road development and water supply.

#### 6. Water storage capacity

- Investment in infrastructure such as potable water in regional townships can increase carrying capacity of a region, providing significant community benefits as well as encouraging private investment and economic growth.
- Feasibility studies to determine the potential creation of dams in particular areas to provide opportunities for the generation of electricity, as well as tourism and recreational opportunities.

#### 7. Sporting and recreational facilities

- There is a strong emphasis on the consolidation of recreational facilities that cater for multiple purposes.
- Examples of infrastructure raised by respondents included traditional sporting venues, playgrounds, walking and cycle trails, parks and gardens as well as marine facilities.

#### 8. Business services

- Encouraging the upgrade of existing business precincts and associated infrastructure is integral in attracting new businesses and innovative investment to regional economies.
- Location of industry-specific training facilities that are relevant to local and regional economies.
- Funding will be required to assist businesses adapt to the climate change agenda and associated accreditation processes.

9. Other

- Environment: The challenge of climate change provides an opportunity for the Commonwealth to support locally-grown environmental initiatives by providing funding for environmental infrastructure that improves energy efficiency and environmental footprint of regional communities.
- Tourism: Tourism has become an integral part of many regional communities and tourism infrastructure (including adequate roads, sewerage systems, visitor amenities) must be maintained, and in many cases upgraded in order to meet current demand.
- Arts: A rich cultural identity, through appropriate funding of arts infrastructure, is strongly connected to liveability factors in regional communities.

*Please Find Attached*

**Appendix 1: Completed Templates Submitted by Participants**

**Appendix 2: Answers received in response to Question 18 of ACCT Web Survey**

**Appendix 1: Completed Templates Submitted by Participants**

<b><u>RESPONSE PREPARED BY CENTRAL COAST COUNCIL, TASMANIA.</u></b>		
<b>TYPE OF LOCAL COMMUNITY INFRASTRUCTURE</b>	<b>TIMEFRAME (E.G. SHORT, MEDIUM OR LONG-TERM PRIORITY FOR YOUR COMMUNITY)</b>	<b>WHY THIS IS A PRIORITY FOR YOUR COMMUNITY</b>
<b>Road, rail and air transport status</b>	Medium	<p>Passenger rail and bus services are a high priority. Fuel costs and global warming concerns have resulted in economic and environmental pressures to reduce the number and nature of transits between centres.</p> <p>Current infrastructure levels do not facilitate any reduction in these areas.</p>
<b>Health services – hospitals and rural doctors capacity</b>	Short/Medium/long-term	<p>There is an growing need for increased capacity for aged care in both institutional and home base care due to an aging population.</p> <p>We also need to maintain adequate levels of rural health professionals to cope with increased demand.</p>
<b>Access to welfare and support services</b>	Short/Medium priority	<p>While some support is delivered via community houses in Tasmania we need to ensure that any increased demand created by the change in demographics can be dealt with.</p>
<b>Communication services</b>	Low priority	

## Appendix 1: Completed Templates Submitted by Participants

<b>Sporting and recreational facilities</b>	Short/medium	<p>Shared Pathways have been identified by via community consultations as the highest priority.</p> <p>Support for local community initiatives</p> <p>Recreational opportunities for seniors.</p> <p>In the area of sport &amp; recreation the emphasis has to be on consolidation of recreational facilities. The volunteers that have traditionally managed sporting &amp; recreational pursuits are fast diminishing and to ensure that the Communities are able to fill this void it will require “Councils” to initiate this service. This can only be achieved from having fewer specialised facilities and more “Multi-purpose” facilities all within a managed precinct where sporting and recreational pursuits will be provided on the “user pay” basis.</p>
<b>Business services</b>		Low priority
<i>Is it intended that cultural/tourism activities are not included in these criteria? It would be short-sighted if they weren't!</i>		
<b><i>END OF RESPONSE PREPARED BY CENTRAL COAST COUNCIL, TASMANIA.</i></b>		

### RESPONSE PREPARED BY CLARENCE CITY COUNCIL, TASMANIA

TYPE OF LOCAL INFRASTRUCTURE	TIME FRAME	WHY THIS IS A PRIORITY FOR YOUR COMMUNITY.
<b>Strategic transport links</b> <ul style="list-style-type: none"> <li>• Intermodal air, sea, and rail linkages</li> </ul>	Medium	Economic efficiency - extension of national Auslink Road Network Corridor to Hobart International Airport and recognition of key road links to proposed intermodal Brighton transport hub.

## **Appendix 1: Completed Templates Submitted by Participants**

<p><b>Transport alternatives</b></p> <ul style="list-style-type: none"> <li>• Public transport, urban cycle ways and water transport linkages</li> </ul>	Short	City liveability, public safety, public health and energy efficiency
<p><b>Water supply alternatives</b></p> <ul style="list-style-type: none"> <li>• Water recycling initiatives</li> </ul>	Short	Environmental sustainability and agri-business. Further expansion of the existing successful Clarence water recycling scheme and integration with adjoining cities of Hobart and Glenorchy.
<p><b>Energy alternatives</b></p> <ul style="list-style-type: none"> <li>• Alternative commercial and domestic energy sources (eg. gas, solar)</li> </ul>	Long	Economic and energy efficiency – extension natural gas supply across Derwent River to eastern shore.
<p><b>Housing alternatives</b></p> <ul style="list-style-type: none"> <li>• Adaptation of housing stock to demographic needs</li> </ul>	Long	City liveability, community development – facilitation of innovative, energy efficient housing solutions, particularly for ageing community.
<p><b>Urban public spaces</b></p> <ul style="list-style-type: none"> <li>• Urban renewal, streetscapes and public amenity</li> </ul>	Short	City liveability, business sustainability, and tourism
<p><b>Culture and arts</b></p> <ul style="list-style-type: none"> <li>• Infrastructure to facilitate community involvement in arts, heritage and culture</li> </ul>	Medium	City liveability, sense of community, community identity and tourism. Young cities and urban communities (such as City of Clarence) need cultural infrastructure to establish a sense of place.

**Appendix 1: Completed Templates Submitted by Participants**

<p><b>Sport &amp; recreation</b></p> <ul style="list-style-type: none"> <li>• Infrastructure to facilitate community involvement in sport and recreation</li> </ul>	<p>Medium</p>	<p>City liveability, public health, community development and tourism. Existing sporting infrastructure is ageing and inflexible in terms of responding to current recreational needs.</p>
<p><b>Climate change adaptation</b></p> <ul style="list-style-type: none"> <li>• Infrastructure to mitigate the progressive impacts of climate change</li> </ul>	<p>Long</p>	<p>Environmental sustainability, City liveability, asset management, public safety. Sea level rise has been identified as a significant issue in low lying coastal areas of the City of Clarence, potentially affecting several communities.</p>

*END OF RESPONSE PREPARED BY CLARENCE CITY COUNCIL, TASMANIA*

**RESPONSE PREPARED BY GLENORCHY CITY COUNCIL, TASMANIA**

<p><b>TYPE OF LOCAL COMMUNITY INFRASTRUCTURE</b></p>	<p><b>TIMEFRAME</b></p>	<p><b>WHY THIS IS A PRIORITY FOR YOUR COMMUNITY</b></p>
<p><b>Road, rail and air transport status</b></p>	<p>Short/Medium</p>	<p>Change from rail to road over the next years in the Glenorchy area</p>
<p><b>Health services – hospitals and rural doctors capacity</b></p>	<p>Medium</p>	<p>The Glenorchy LGA should be the site of an Integrated Care Centre under the State Govt’s Health plan. These centres focus on the provision of emergency services including short stay elective services</p> <p>Glenorchy has one of the highest proportions of people aged 65 and over in the state. It also has the highest representation of any LGA in the South in most categories of hospital admission.</p>

**Appendix 1: Completed Templates Submitted by Participants**

<b>Access to welfare and support services</b>	Short/medium	<p>The Glenorchy LGA is the second most disadvantaged of all LGAs’ in Greater Hobart.</p> <p>This disadvantage is across a range of indicators including educational attainment health status household income high levels of teenage pregnancy</p> <p>Improved access to drug and alcohol services; ,mental health services; early intervention and support programs for families and children at risk including a one stop shop for family support services and information; the provision of innovative diversionary programs for young offenders and young people at risk of offending and. advocacy and information services for culturally diverse communities are key issues</p> <p>These areas of strategic need have been identified in the Glenorchy Social Plan</p>
<b>Communication services</b>	Short	Address the blind spots in Collinsvale area for mobile phone and television reception
<b>Utilities</b>	Short	Stormwater – culverts/pipes under the Brooker Highway have insufficient capacity to accommodate heavy flows. This incapacity could affect the approval of further development in the catchment area.
<b>Water storage capacity</b>	Medium	Water storage reservoirs to provide fire services and reserve supply (especially summer) for residents are required in Chigwell (Berriedale Rd) and Granton Heights. Approximately 130 residents in total are presently supplied directly from bulk water authority trunk supply main.
<b>Sporting and recreational facilities</b>	Short/Medium	Healthy lifestyle. Recreational programs for young people at risk. New Recreation Strategy promoting participation across the community including identified current non-participants

**Appendix 1: Completed Templates Submitted by Participants**

<b>Business services</b>	Short	Assistance with infrastructure/landscaping requirements for proposed marine precinct development in Derwent Park
	Short	Jetties needed in strategic locations on the Derwent foreshore to accommodate tourist ferries
	Short	Assistance with infrastructure/landscaping/public space development of the Wilkinson's Point area – the development of this prime waterfront site is of strategic importance to the city's commercial and recreational development.
<b><u>Other:</u></b>		
<ul style="list-style-type: none"> <li>• Walkways/Cycleways</li> </ul>	Short/Medium	Safe and healthy community / climate change / sustainable transport.
<ul style="list-style-type: none"> <li>• Creek/Waterways</li> </ul>	Medium	Environmental/weed control/recreation/lifestyle
<ul style="list-style-type: none"> <li>• Creek/Waterways</li> </ul>	Short	Erosion problems in some creeks (e.g. Hilton Creek) may impact upon decisions to approve development upstream.
<ul style="list-style-type: none"> <li>• Creek/Waterways</li> </ul>	Medium	Debris flow analysis illustrates a need for mitigation works and early warning systems

***END OF RESPONSE PREPARED BY GLENORCHY CITY COUNCIL, TASMANIA***

**Appendix 1: Completed Templates Submitted by Participants**

<b>RESPONSE PREPARED BY HOBART CITY COUNCIL, TASMANIA</b>		
<b>TYPE OF LOCAL COMMUNITY INFRASTRUCTURE</b>	<b>TIMEFRAME</b>	<b>WHY THIS IS A PRIORITY FOR YOUR COMMUNITY</b>
<p><b>Road, rail and air transport status</b></p> <ul style="list-style-type: none"> <li>• Provision of safe cycle routes on existing road corridors by providing exclusive bicycle only lanes through the use of coloured surfacing materials</li> <li>• Improvement to the efficiency of public transport by creating exclusive bus only lanes on the disused rail corridor</li> </ul>	<p>Short to medium term</p> <p>Medium to long term</p>	<p>To assist community to reach sustainability targets in line with national goals for reducing greenhouse gases and dependence on fossil fuels particularly imported oil.</p> <p>As above</p>
<p><b>Access to welfare and support services</b></p> <ul style="list-style-type: none"> <li>• Community facilities such as Council’s community halls and in particular the development of the Hobart Health &amp; Wellbeing Centre for Older People - a learning and information hub at the Council’s 50 &amp; Better Centre, detailed in a funding application to the former Regional Partnerships Fund.</li> </ul>	<p>Short to medium term, high priority</p>	<p>There is consistently a high demand for Council-owned facilities in the Hobart area from all sectors of the community. Almost all these facilities are ageing early 20<sup>th</sup> century structures that require maintenance and refurbishment to meet community expectation and safety standards. With regard to the Hobart Health and Wellbeing Centre, the need for this facility is well documented in the funding application to the former Regional Partnerships Fund.</p>

**Appendix 1: Completed Templates Submitted by Participants**

<p><b>Sporting and recreational facilities</b></p> <ul style="list-style-type: none"> <li>Upgrade facilities at TCA ground, Newtown Oval, Queenborough Ovals, Domain Ovals, West Hobart Oval, John Turnbull Oval, Domain Tennis Centre, Clare Street Oval, Wellesley Oval, Queens Walk.</li> </ul>	<p>Short, medium and long term</p>	<p>Hobart Recreation Management Plan (draft) 2004 identifies the need, through community group surveys, for works programs to improve existing Council facilities. This was the respondents' second highest priority after funding assistance (Hobart Recreation Management Plan, 2004, Appendix 4, pp 105).</p>
<p><b>Business services</b></p>	<p>Medium term</p>	<p>The Travel and Information Centre in Hobart caters for over 250,000 visitors each year. The facility is in urgent need of an upgrade to improve the visitor facilities and to provide additional display areas.</p>

**END OF RESPONSE PREPARED BY HOBART CITY COUNCIL, TASMANIA**

**RESPONSE PREPARED BY HUON VALLEY COUNCIL, TASMANIA**

<p><b>TYPE OF LOCAL COMMUNITY INFRASTRUCTURE</b></p>	<p><b>TIMEFRAME</b></p>	<p><b>WHY THIS IS A PRIORITY FOR YOUR COMMUNITY</b></p>
<p><b>Road, rail and air transport status</b></p>	<p>Priority No. 5</p>	<p>Recent increases in tourism numbers to the Huon Valley have identified shortcomings in the road network within the area. This particularly relates to the main arterial highways, a number of which lack passing bays as their design does not easily account for the increasing transportation usage.</p>

**Appendix 1: Completed Templates Submitted by Participants**

<p><b>Health services – hospitals and rural doctors capacity</b></p>	<p>Priority No. 1 – Requires a response in the short term</p>	<p>Various settlements within the Huon Valley are in rural (and somewhat remote) locations. In particular the townships of Dover, Geeveston and Cygnet have had significant issues attracting Doctors to provide medical services.</p> <p>In the case of Geeveston and Dover, the Huon Valley Council has been left with no alternative but to step into the breach and manage medical practices at the same time enticing Doctors to the areas.</p> <p>In particular, infrastructure requirements associated with the delivery of health and medical services are seen as a significant priority.</p>
<p><b>Access to welfare and support services</b></p>	<p>Longer term priority</p>	<p>This is an area where increased funding could always be readily utilised. It is considered however that the community has reasonable access to welfare and support services.</p>
<p><b>Communication services</b></p>	<p>Priority No. 3 – Medium term priority</p>	<p>The rural areas of the Huon Valley suffer from poor telecommunication infrastructure which means that mobile phones have no reception, there is no opportunity to access free to air television stations, and access to Broadband is severely limited in a number of locations.</p> <p>This area is seen as a priority given the community’s increasing expectations of being able to connect with the latest telecommunication technology.</p>
<p><b>Utilities</b></p>	<p>Longer term priority</p>	<p>The Huon Valley is well serviced with electricity supply and it is not envisaged that natural gas will reach this area for many years, (if ever).</p>

**Appendix 1: Completed Templates Submitted by Participants**

<p><b>Water storage capacity</b></p>	<p>Longer term priority</p>	<p>The Huon Valley is blessed to be supplied by a reliable freshwater source (the Huon River). The flow rates of this River, even through the driest summer, are such that water storage may not be a significant issue.</p> <p>It is noted that the Council recently secured funding for the implementation of the Huon Valley Regional Water Supply. This project includes the development of a network of reservoirs.</p> <p>There has been some recent discussion that investigations should take place into the potential creation of a dam in the upper reaches of the Huon River. This dam might provide opportunities for the generation of electricity, as well as tourism and recreational opportunities.</p>
<p><i>END OF RESPONSE PREPARED BY HUON VALLEY COUNCIL, TASMANIA</i></p>		

<b><u>RESPONSE PREPARED BY LAUNCESTON CITY COUNCIL RESPONSE</u></b>		
<b>TYPE OF LOCAL COMMUNITY INFRASTRUCTURE</b>	<b>TIMEFRAME</b>	<b>WHY THIS IS A PRIORITY FOR YOUR COMMUNITY</b>
<p><b>Road, rail and air transport status</b></p> <ul style="list-style-type: none"> <li>• Silverdome Ramps (road network)</li> </ul>	<p>Medium Term – approx \$5m</p>	<p>The connections to the City from the west could be enhanced by the building of a set of on and off ramps to take traffic from urban streets on to the highway network.</p> <p>This project would enhance residential amenity, allow an expansion of an industrial area, make a shopping centre more competitive and allow for further residential growth to the west of the city.</p> <p>This project is a key requisite to allow further major residential development in the Meander Valley Council's Prospect Vale / Blackstone Heights area as traffic congestion to Launceston Central is a fatal factor.</p>

## **Appendix 1: Completed Templates Submitted by Participants**

<ul style="list-style-type: none"> <li>• Extension of Foster Street to Remount Road</li> </ul>	<p>Short Term - approx \$2.7m</p>	<p>In accordance with the recommendations of the Launceston Industrial Strategy this project (extension of Forster Street to Remount Road) will:</p> <ul style="list-style-type: none"> <li>• reduce congestion along Vermont road and at the Mowbray Shopping centre;</li> <li>• provide appropriate linkage between the Remount Industrial Estate and the state arterial networks;</li> <li>• facilitate further development and expansion of the Remount Industrial Estate; and</li> <li>• utilise existing rail and road corridors.</li> </ul>
<p><b>Utilities</b></p> <ul style="list-style-type: none"> <li>• Water Supply Lilydale</li> </ul>	<p>Short to Medium - \$3.5m</p>	<p>The township of Lilydale services a hinterland of some 1,000 people. It has no regular water supply that meets any health standards.</p> <p>To remain viable and to attract new residents a water supply has been identified as the greatest barrier to future growth.</p>
<p><b>Sporting and recreational facilities</b></p> <ul style="list-style-type: none"> <li>• Churchill Park</li> <li>• Heritage Forest Play Ground</li> </ul>	<p>Short term - \$170-180k</p> <p>Short term \$700-800K</p>	<p>Churchill Park is recognised as a major regional sports area for junior soccer and softball. To continue to develop further works are needed to lighting, amenities and surfaces.</p> <p>Heritage Forest Play Ground is the subject of a current application (on hold) under Regional Partnerships Programme</p>

**Appendix 1: Completed Templates Submitted by Participants**

<p><b><u>Other:</u></b></p> <ul style="list-style-type: none"> <li>Princess Theatre and Earl Arts Centre</li> <li>Brisbane St Mall</li> <li>City Trails</li> </ul>	<p>Medium term - \$2.8m</p> <p>Short to Medium term \$950K</p> <p>Short term \$470K</p>	<p>Princess Theatre is seen as the regional performing arts centre for the north of Tasmania. Unlike other such centres this facility receives no State funding. The burden of upkeep falls to the Launceston City Council.</p> <p>Due to its age, the Theatre and adjoining arts space needs a major refit in order to attract both audiences and current productions. The areas most needing attention are the seating in both venues and the stage lifting and operating gear.</p> <p>Brisbane St Mall was the first pedestrian Mall in Australia.</p> <p>It is the commercial and shopping centre of the City and as such is vital to the future prosperity of both the city and the wider region.</p> <p>To remain vibrant the Mall needs to be given a major refurbishment in terms of surfaces, structures, landscaping and utilities.</p> <p>Trails in the City are becoming a popular recreation facility for residents. They are seen as facility that shows the level of understanding of issues like healthy lifestyles.</p> <p>They would be one of the factors that people would consider when making choices around places to reside.</p>
<ul style="list-style-type: none"> <li>Aurora Stadium</li> </ul>	<p>Medium term - \$2.5m</p>	<p>Aurora Stadium is the premier large ball sports stadium in the State.</p> <p>To keep attracting major events and thus adding to the economy of the City the Stadium must continue to develop and offer a range of quality facilities for event organisers as well as spectators.</p>

***END OF RESPONSE PREPARED BY LAUNCESTON CITY COUNCIL, TASMANIA***

**Appendix 1: Completed Templates Submitted by Participants**

<b><u>RESPONSE PREPARED BY TASMAN COUNCIL, TASMANIA</u></b>		
<b>TYPE OF LOCAL COMMUNITY INFRASTRUCTURE</b>	<b>TIMEFRAME</b>	<b>WHY THIS IS A PRIORITY FOR YOUR COMMUNITY</b>
<b>Road, rail and air transport status</b>	Main road infrastructure is priority	It is estimated that 300,000 tourists visit the Peninsular visit the Tasman a year. The condition of the existing Arthur Highway is inadequate to accommodate these volumes
<b>Health services – hospitals and rural doctors capacity</b>	Long term priority	The current general practice has just over 1 GP for a population of 2,300. The recommended GP: population ratio is 1:900.
<b>Access to welfare and support services</b>	Long term priority	Access to alcohol and drug, and financial counselling services is currently non-existent in this area.
<b>Communication services</b>	Short to medium priority	Mobile coverage is poor and internet services are only available in the main settlement areas.
<b>Utilities</b>	Short to medium priority	There is no sewerage reticulation in the Tasman Municipality. This hampers growth
<b>Water storage capacity</b>	Short to medium priority	There is no water reticulation in the Tasman Municipality. Drought conditions are being experiences, and bulk water is being transported from Sorell.
<b>Sporting and recreational facilities</b>	Medium to long-term priority	There are very few walking or bike riding paths. With the narrow winding roads there is little opportunity for people in the main settlements to use alternative transport to cars.
<b>Business services</b>	Med- long term	Only an intermittent outreach service is provided from the City of Clarence.
<b><i>END OF RESPONSE PREPARED BY TASMAN COUNCIL, TASMANIA</i></b>		

**Appendix 1: Completed Templates Submitted by Participants**

**FEEDBACK RECEIVED FROM DORSET COUNCIL**

**DORSET COUNCIL LISTING OF MAJOR PROJECTS/ITEMS - AS AT 15 JULY 2008**

<b>PROJECT/ITEM</b>	<b>RESPONSIBLE OFFICER</b>	<b>TIMELINE</b>	<b>PROJECT/ITEM</b>	<b>RESPONSIBLE OFFICER</b>	<b>TIMELINE</b>
1. Auspine/Gunns – Mill Closure	J Martin A Mercer Management Team	Current/Ongoing	19. Partnership Agreement	G Jetson, J Martin Management Team	June 2008 – Dec 2008
2. Trail of the Tin Dragon	A Mercer J Martin G Jetson K Gofton S Bower P Groves	Current/Ongoing	20. Bridport Main Street Redevelopment	L Smith A Mercer Management Team Consultants	June 2008 – June 2009
3. Musselroe Bay Development Project	J Martin C Bridges A Mercer L Smith G Jetson	Current/Ongoing	21. Health Needs Study & Health Reviews	S Bower J Barron G Jetson A Mercer	Ongoing
4. Integrated Water Management Plan	G Jetson L Smith J Martin	Nov 2007 – Sept 2008	22. North East Education Reviews	S Bower A Mercer	Ongoing
5. Estimates & Annual Plan	G Jetson K Gofton A Mercer L Wheeler J Martin	March – July 2009	23. Dorset/North East Economic Development Profile	A Mercer J Martin Management Team	June 2008 – June 2009
6. 10 Year Financial Plan Review	G Jetson K Gofton Kane Symons J Martin	Oct 2008 / May 2009	24. Climate Change/Energy/ Water/ DSDS Review	A Mercer J Martin Management Team	June 2008 – June 2009
7. Grants Commission Submission	G Jetson J Martin Management Team	February/ March 2009	25. Council Sustainability and Viability Reviews	J Martin Management Team	June 2008 – June 2009

**Appendix 1: Completed Templates Submitted by Participants**

8. Financial Sustainability Review	G Jetson K Gofton J Martin	Current/Ongoing	26. Constitutional Recognition	J Martin	June 2008 – Ongoing		
9. Water & Sewerage Reform & Transition	J Martin G Jetson L Smith	Current/Ongoing	<b>OTHER SIGNIFICANT ITEMS</b>				
			1. Timber Council	J Martin	Current/Ongoing		
10. Musselroe Bay – Impacts & Opportunities Study	C Bridges A Mercer Management Team Consultants	June 2008 – Sept 2008	2. Bridport Planning Study	C Bridges L Smith Management Team	Ongoing		
			3. Pulp Mill	J Martin	Ongoing		
11. Scottsdale Industrial Land Review	C Bridges A Mercer Management Team Pitt & Sherry	June 2008 – Sept 2008	4. North East Projects of Importance	J Martin A Mercer Management Team	Ongoing		
			5. Legerwood Developments	S Bower L Smith	June 2008 – June 2009		
12. Flood/Storm Damage/ Bridge/Road Replacements	G Jetson L Smith K Gofton	Current/Ongoing	6. Crown Land Classification Project	C Bridges L Wheeler	Ongoing		
			7. Communications	S Bower Management Team	Current/Ongoing		
13. Scottsdale Recreation Ground Stage 4	S Bower P Groves	June 2008 – June 2009	8. Bridport Caravan Park & Foreshore	S Bower T Etchells F Bagger	Current/Ongoing		
			9. SES Management & Plans	S Bower P Groves	Current/Ongoing		
14. State, Regional & Local Transport	J Martin L Smith G Jetson	Current/Ongoing	10. Organisational Review - Matrix Implementation	G Jetson J Martin Management Team Roxanne Chugg	Current/Ongoing		
			15. Computer System Software Replacement	A Beggs G Jetson K Gofton L Wheeler Corporate Services Staff	June 2008 – June 2009		
16. Asset Management	Asset Management Group K Gofton G Jetson L Smith W Williams	Current/Ongoing					

**Appendix 1: Completed Templates Submitted by Participants**

17. Musselroe Bay Wind Farm	C Bridges J Martin A Mercer L Smith	Current/ Ongoing	11. Bridport Sewerage Services	Water & Services	L Smith Hunter Water J Martin	Current/Ongoing	
18. Dorset EDG/Economic Development	J Martin A Mercer EDG Executive Officer	Ongoing	12. Tourism, Northeast Park Reviews	Eco Centre, Park Reviews	S Bower A Mercer Management Team	June 2008 – Dec 2008	
			13. Waste Management Operations Review		P Hoffner C Bridges L Smith Management Team	June 2008 – Dec 2008	

- Note:**
1. First named Officer is responsible for the project/item coordination and management
  2. If Officers are on leave, their Acting Replacement automatically becomes responsible unless otherwise agreed with the General Manager

## **Appendix 1: Completed Templates Submitted by Participants**

*Question 18: "You may like to take the opportunity to identify some local community infrastructure projects that you feel would be eligible for the new program. ACCT will include these projects in their reporting to the Dept. Note that the identification of projects below does not constitute an action plan for the Dept; alternatively it provides the Dept with an insight in to the needs and priorities within regions, up on which a new program may be focused".<sup>8</sup>*

1. Senior training (free computers and training) - Senior Week grants field trips.
2. Westbury Silhouette Trail
3. Improved bicycle pathways/non motor vehicle commuting options Support for organised sport and physical activity facilities Support for community based multi-purpose centres.
4. Restoration of the heritage listed Playhouse Theatre.
5. I have been involved with the funding of infrastructure with previous Government's recreational fishing program which was a great thing for the community - it provided "bricks and mortar" people could see - very important.
6. Tourism employment projects in non metro areas.
7. Need more discussion - strategic - prior to identifying opportunities - possible around aggregation of business, health, services through existing technology infrastructure.
8. Tasmanians are unhealthy and are increasingly becoming less active which attracts sickness, obesity and depression. The lack of activity in Tasmania means that a proportion of our children have vitamin D deficiency as they spend so much time inside, out of the cold, where they can be entertained. Outside activity opportunities are limited, particularly for the marginalised. I believe that the federal government can assist Tasmania get fit and active. However we must work within the constraints of Tasmania; that being a cold climate, smaller population bases and lack of low cost and accessible indoor community facilities. I see a place to establish "Community Spaces." These spaces are located in accessible and central locations to larger populations, providing a multitude of sporting and learning opportunities under the one roof with room for people to move within it that does not have a shopping mall or require money to enter. It can be managed by local government and overseen by state and federal bodies. The Community Space can be a part of the community with its own leadership and development committee to work with all stakeholders and places for people to develop work skills and maintain fitness and self care. It can double as a centre where people can meet and greet each other.

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<sup>8</sup> As written in ACCT Web Survey (August 2008).

## **Appendix 1: Completed Templates Submitted by Participants**

Community Transport is essential in Tasmania. I suggest we base a future plan on the NSW Government model. It would be of great benefit in Hobart and other regional centres in Tasmania. I have evidence to back up these suggestions.

9. Rural Health Infrastructure Medical Facilities Community Halls.
10. Recreation trails in urban areas as per the Trails Tasmania Strategy.
11. Revitalise a heritage listed building for viable community use; create an activity trail of learning experiences for young people.
12. Youth capacity building programs to engage and retain youth in local/rural areas.
13. The Maydena Community Association Incorporated was established in approximately 1991 when the Australian Newsprint Mill (ANM) left Maydena and gave the land and services to the Community Council. It is the lead community forum for the residents and interested stakeholders to formulate discussion and determine the directions that the community will take in order to ensure that the primary goals of economic, employment and long term sustainability of the Maydena township and its residents.

A new major project for the community of Maydena is Rail Track Riders (RTR) is a leisure activity aimed at tourism, it is also a unique fitness activity that provides exercise using the power of pedals to propel a group or individuals along disused or partly used railway track while enjoying the vista and aura of Maydena's forests and climate. This experience will capture the essence of Maydena's catch phrase "where people and nature connect" Whilst it is believed that development of RTR will be unique to Australia it has been a tried and proven form of tourism in other countries. Our aims are to showcase RTR as a fitness and leisure activity linking tourism with fitness by the unique chance to ride and explore an abandoned rail line whilst experiencing the environs of the Maydena landscape. People with mobility difficulties and even the visually impaired will find this a safe and enjoyable activity.

The Derwent Valley Rail network has not seen many trains over a long period of time. However, it has been over 17 years since five fully loaded trains per day carried wood for paper manufacture from Maydena to the Boyer Newsprint Mill. Since then only spasmodic tourist trains have travelled the tracks predominantly as far as Mt Field National Park. The Derwent Valley Rail line is a historic and picturesque way of seeing and showcasing Tasmania's beauty. Other parts of the world have already taken up the challenge by reusing a valuable resource that has been lying dormant for years because of change. RTR has researched and found countries like America, Canada, Sweden, Germany and many other sites in Europe currently provide the use of disused or partly used sections of railway in their countries for promoting and enhancing visitation by tourists to their respective regions.

The RTR vision is a "Seize the Day" opportunity that will ultimately complement the adventure based tourism activities being planned by Forestry Tasmania. linking other

## **Appendix 1: Completed Templates Submitted by Participants**

projects by encouraging visitors to “ride the rails” has untold potential that will create a first for Australia with Tasmania leading the way.

14. Public Transport
15. No thank you, let us see the proposed project guidelines first then we can fit the relevant infrastructure programs to the project.
16. Youth Futures Inc.
17. Westbury Welders - local unemployed skills development initiative - presented by the Westbury Community Health Centre in conjunction with WftD.
18. Historical property protection and interpretation. Iconic recreation track network development.
19. Community access for people with disabilities.
20. Establishing an Arts Database of past, present and potential creative Talent. Providing Neighbourhood Maintenance Officers to tackle beautification, and clean up as business ambassadors, representing regional strip shopping centres.
21. Assistance for local N/P organisations which have responsibility for Heritage Listed Buildings e.g. Hobart Repertory Theatre Society and Playhouse Theatre.
22. there is a desperate need for SOCIAL infrastructure projects here. By this [I] mean projects that identify community economic development opportunities. To fund major infrastructure such as roads, hospitals, bricks and mortar, there should be an entirely different programme. it must be state, local and federal government and INDUSTRY funding. we need to have social, community development projects to ensure safe, well informed communities and ADAPT to the CLIMATE CHANGE AGENDA of the Rudd Government and fear campaigned championed by the Greens. sorry, but I can't emphasise the importance of investment back into community.
23. Infrastructure and capital purchases for Youth Health Services.
24. I would like to point out that if the program becomes totally competitive then many isolated communities will simply fall through the cracks. The concept of open competitive grants being implemented by Canberra is all well and good if you have the capacity in local communities to go through the process but it would be my opinion that many of our areas simply don't have the people with the required skills to meet this new regime and get good outcomes and federal funding. I hope I am wrong but to replace the former ACC with a competitive open funding round to me would be a disaster for small regional communities and will only further add to the pressures placed on the small band of community volunteers, workers and individuals that rely on assistance so heavily.
25. Building of new Toilet/Kiosk/First Aid facilities at Rosebery Park Oval

## **Appendix 1: Completed Templates Submitted by Participants**

26. Priority one is allied health service infrastructure, doctor housing and facilities
27. Support for projects that build capacity of creative industries such the arts, information technology and innovations sector
28. A bicycle rail trail from Launceston to the North east via Scottsdale will link with other recent tourism developments. This project would provide an eco tourism resource and attract international and local tourism.
29. With the change of Government our application for funding was terminated and would like the current Government to reassess those projects on a needs basis. We are an isolated community and while that in itself is not a reason for funding the project of the Whitemark Hall on Flinders is. Tas. is critical for our community
30. Ongoing basic funding for local community houses - eg. The purchasing or rental costs of a suitable building plus basic administration and running costs.
31. Multi-purpose learning and development centre
  - Walking trail development
  - Recreation complex
  - Localised industry training
  - Museum refurbishment.
32. Development of a regional health precinct in Sheffield utilising the premises now occupied by the infant school campus. This would form a hub for a range of health & well being services and activities.
33. Infrastructure e.g. upgrade of halls, tourism infrastructure, youth activity programs (including person to run program), aged activity programs (keeping minds and bodies active lowers health budget), community transport to enable people to access programs in remote areas, etc
34. Kangaroo Bay master plan implementation
35. Derwent Catchment Natural Resource Management Committee is currently developing plans for an environment centre to be located in the region (LGA Central Highlands and Derwent Valley)
36. The healthy community project building needs to be extended and developed. More office space is needed to accommodate visiting allied health services. A large space is also needed to conduct group work, youth events and community activities.
37. Mental health, drug and alcohol, dentistry and allied health.

## **Appendix 1: Completed Templates Submitted by Participants**

38. We would like to develop a facility to promote natural resource management and in the process develop a business which will make us self sustaining.
39. Early childhood and family support services e.g. family centres in local areas.
40. Kingborough - the Bonnet Hill Bicycle lane project (improvements to the Channel Highway)
41. Formal community shed funding
42. "The Castle" project to tackle homelessness,
43. I would like to see a quality BMX bike track built on one of the vacant blocks in Beauty Point. This would serve the youth of the town in a positive way, both socially and physically.
44. Hobart desperately needs a medium sized well equipped theatre seating 250 -350 with rehearsal studios attached. The theatre industry is growing but the infrastructure to support it is not. Note - growth in facilities in Hobart will lead to growth in product available to other parts of the state.
45. Rejuvenation of old tired community hall to a community centre in an isolated area, where there is no other such infrastructure to cater for all members of the community
46. Tourism infrastructure - toilets, parking areas, local hall upgrade for Adventure Bay Bruny Island. Bruny Island has a permanent population of c.650, is classified as rural / remote, and yet last year there were over 96000 vehicles on the ferry. We desperately need tourist infrastructure to cope with this very large influx of tourists, mostly over the period October - May each year.
47. Roads
  - On and off road cycle ways
  - Sewerage and water
  - Environmental management
  - Regional sporting facilities
48. The natural infrastructure upon which communities are dependent is generally not considered within an infrastructure management context. Communities should be financially supported within programs such as this to adequately value and manage natural infrastructure.
49. Support for low income earners and disadvantaged to undertake climate change mitigation activities e.g. installing adequate home insulation. Key transport initiatives e.g. establishing public cycle networks to support healthy living and reduce transport impacts.

## **Appendix 1: Completed Templates Submitted by Participants**

50. A safe Bridport Barway access for shipping to Flinders Island. A building complex to showcase products and services produced in the region. Capacity building, researching and developing a Regional Knowledge base on the products and services that are produced, for promotion to/by exporter and future investors.
51. Supported housing for disability clients Hydrotherapy Allied health facilities
52. extending the Tamar River trails/ walking tracks
53. Huonville to Franklin Foreshore Trail
54. 'Some thing(s)' to assist young teenagers in their 'out of school hours' time. Given the legalities involved - I'm not sure what would be appropriate anymore e.g. a skateboard park - ? insurance etc. How about a designated computer games hall - again, though, what about the legal aspects involved. The main thing we hear is that the 'kids' have nothing to do and that is why they get up to mischief. It's a tough one!
55. Development of aquatic facilities for surf life saving and sailing activities and other like community groups at Kingston beach
56. Sport and recreation infrastructure renewals. Recreation trails (to improve physical activity in the community)
57. Scottsdale Recreation Centre for the North East region. Redevelopment of the Bridport Community Club to meet authentic education & training needs identified by community.  
  
Redevelopment of the George Town Recreation Precinct following the completion of the master plan.  
  
Purchase/development of new rooms for Launceston Family Heritage and [Genealogy]  
Purchase/development of short term accommodation for victims of sexual assault - too fearful to return immediately to their own premises.  
  
Expansion of existing/development of new facilities for New Horizons who provide disability sport and recreational services throughout the north of the state.
58. Wynyard/Somerset Tennis Facilities Upgrade.  
  
Emu Valley Rhododendron Garden Inc - Stage II of Visitor Centre/ Multi-purpose Room.
59. We will complete this section as part of a parallel survey
60. A dentist that is based in Break-o-Day would be a positive infrastructure program, as we have an ageing population, and it is a two hour drive one way to Launceston. 6,071 people reside within the area as of 2006 Census.
61. Public Buildings Sports Facilities Public Amenities Parks and Natural Resources Walkways and Cycleways

## **Appendix 1: Completed Templates Submitted by Participants**

62. Exhibitions Concerts Community galleries Community arts paces/studios Education and training (nationally accredited) - we have the people with the qualifications!
63. Meander Valley Wellness Centre - a new model of primary health care provision
64. There are a number of projects tied to developing the appeal of regional destinations to give tourism outcomes (employment, economic return) that also make the location more attractive to live and invest in....Those where strategic planning with significant community involvement and input have been completed and have specific actions that need support to be achieved are a priority
65. One stop holistic health 'shops' for preventative, & early help, with local trained staff, some outside expertise, no ownership of clients, no middle people, direct self-referrals, ongoing, not competitive tendering, funding tied to outcomes and evaluations.
66. Projects that have a focus on building capacity of organisations to enable them to function in an accountable and effective way.
67. Wyndarra centre in Smithton, Tasmania has run a social support group for mental health service users which was well attended and supported unfortunately this funding was only a trial and not long term funded. We have had good success with long term social support for of people in Circular Head who identify in this funding option.