April 2026

Derwent Valley
COUNCIL

UPPER DERWENT VALLEY ENGAGEMENT SUMMARY



Listening: Round 1 & 2

In recognition of the deep history and culture of lutruwita/Tasmania, we would like to acknowledge the Linawina people, the traditional owners of the land upon which we work.

We acknowledge and pay our respects to all Tasmanian Aboriginal communities; all of whom have survived invasion and dispossession and continue to maintain their identity and culture.

Prepared by REALM studios

With

Form planning + projects

SGS Economics & Planning

On behalf of

Derwent Valley COUNCIL

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SILVANBERRIES

A Story for the Upper Derwent Valley



The Upper Derwent Valley is a place shaped by water, mountains and the people who call it home. It is a valley of contrasts: fertile alluvial plains lie beside steep bushland, long-standing farming traditions exist beside new ways of living, and communities with deep roots share the valley with those who have only just arrived.

The Valley's story is not fixed; it is always changing. It holds the histories of Country, of settlement, of working life. It also carries the hope of futures yet to be imagined.

"Life in the Valley" is about finding the shared threads that connect people and place. It seeks to capture the voices of the community, the values that people hold close, and the qualities that make the Upper Derwent Valley unique. It helps us see ourselves more clearly and to understand what we treasure, what we hope for, and how we can shape change while holding onto matters most.

This engagement summary report is informed by the words, ideas and insights of those who live, work and spend time here. It is a guide for decision-making, a mirror for the community, and an invitation to imagine the Valley's future together.

Introduction

Project Context

The Derwent Valley Council is delivering precinct planning for the Upper Derwent Valley under the Australian Government's Regional Precincts and Partnerships Program (rPPP). This project aims to create a precinct structure plan (precinct plan) to guide future investment in the communities of Maydena, National Park, Westerway, Hayes, Bushy Park, Glenora, and Plenty.

Engagement was designed to ensure the voices of local residents, community groups, and businesses directly shaped the direction of the precinct plan.

Engagement Principles

The engagement process was guided by the following principles:

- Accessibility: Multiple formats offered (online, in-person, written) to enable broad participation.
- Place-based focus: Activities centred on the unique identity, needs, and aspirations of each town.
- Transparency: Information provided upfront to ensure community members understood the purpose, scope, and constraints of the project.
- Collaboration: Encouraging open dialogue between residents, Council, and consultants.

Engagement Approach

The engagement process was structured around several complementary methods to ensure broad accessibility and inclusiveness.

Round 1

1. Community Survey

Purpose: To capture baseline community perspectives on local values, priorities, and aspirations for each town precinct.

Format: An online survey available via Council's website; paper copies distributed through Council Chambers and other community locations.

Content: Included questions on:

- What people value most about their town and community.
- Future improvements and aspirations.
- Demographic profile.

Timing: 25 Aug - 19 Sep.

Participation: 73.

2. Community Workshops

Purpose: To provide a forum for community to come together through facilitated discussions and idea-generation activities.

Locations & Dates:

- Westerway Hall – 6 September

  20 attendees
- Maydena Community Hall – 6 September

  9 attendees
- Glenora District School – 6 September

  8 attendees

- Glenora District School - 8 September

  2 attendees
- Mt Field / Waterfalls Café – 8 September

  8 attendees
- Online workshop – 10 September

  0 attendees

Format:

- Introductory briefing on the project scope and objectives.
- Small group activities exploring what residents value and what problems they face.
- Group workshop to unravel issues and ideas for town precinct improvements, thinking valley broad and then into the details of each place.
- Open discussion/Q&A.

3. Community Advisory Group

Purpose: To understand how to best engage with the community and to encourage community participation in engagement events.

Location & Dates:

- Derwent Valley Council & Online - 18 August & 13 October

Format: 2x 1 hour workshops as follows:

- Welcome and project updates
- Open discussion and questions

Round 2

1. Online Exhibition and Survey

Purpose: To capture community perspectives on the Draft Precinct plan and draft strategies.

Format: The Draft Precinct Plan was made publicly available for review by the community.

An online survey was available via Council's website; paper copies distributed through Council Chambers and other community locations.

Content:

- Invitation to provide feedback on draft strategies.

Timing: 30 January 2026 to 22 February 2026

Participation: 108

2. Community Workshops

Purpose: The workshops were designed to create inclusive spaces where community members actively participated in shaping the final strategies.

Locations & Dates:

- Westerway Hall – 13 February
- Glenora District School - 13 February
- Mt Field / Waterfalls Café – 13 February
- Bushy Park / Bushy Park Show – 21 February

Total attendees: 67

Format: 2 hour workshops, as follows:

- Welcome and recap on the findings from the first community workshops
- Overview of the Precinct Plans: Present the Draft Precinct Plan and evolving strategies
- Breakout Sessions: Test the strategies through an interactive workshop process ensuring all the actions have been identified and properly considered
- Priorities: Rate the strategies and map priorities, to help guide the implementation and finalisation of the Precinct Plans.

3. Community Advisory Group

Purpose: To understand how to best engage with the community and to encourage community participation in engagement events. To summarise next steps for the project.

Location & Dates:

- Derwent Valley Council & Online - 17 November, 2 March & 27 April

Format: 3x 1 hour workshops as follows:

- Welcome and project updates
- Open discussion and questions

4. Written Submissions

Purpose: To capture longer-form community feedback on the Draft Precinct plan and draft strategies.

Format: The Draft Precinct Plan was made publicly available for review by the community.

Emails and letters were received via Council's email address.

Content:

- Invitation to provide feedback on draft strategies.





Round 1 Consultation Outcomes

Community values and ideas for the future

Survey Summary

This summary presents key findings from the first Upper Derwent Valley Precinct Plan community survey. The survey sought input from residents, workers, and visitors on what they value about the region, the challenges they face, and their priorities for future planning. The survey was open to the public and included both multiple-choice and open-ended questions, allowing for a wide range of perspectives.

Q1 - Age Range:

Answered: 73 | Skipped: 0

Majority of respondents 35 - 64

- 17 years and under 1%
- 18–24 years 3%
- 25–34 years 10%
- 35–44 years 22%
- 45–54 years 26%
- 55–64 years 18%
- 65–74 years 20%
- 75 years and over 0%

Q2 - Employment status:

Answered: 73 | Skipped: 0

- Most are full-time employed 37%
- Part-time 22%
- Retired 18%
- Self-employed 16%
- Unemployed 4%
- Student 1%

Q3 - What is your relationship to the Upper Derwent Valley:

Answered: 71 | Skipped: 2

- Resident: 46
- Visitor: 8
- Former Resident: 7
- Business owner/operator: 12
- Property Owner: (lives nearby) 26
- Employee/Worker: 9
- No relationship: 2

Q4 - If you are a resident of the Upper Derwent Valley, which locality do you live in?

Answered: 64 | Skipped: 9

- Maydena 17%
- Bushy Park 15.6%
- Glenora 15.6%
- Westerway 15.6%
- Not residents 14%

Q5 - Which of the following best describes your household type?

Answered: 61 | Skipped: 12

- Couple with children at home: 32.79%
- Couple with no children: 26.23%
- Couple with older children who have left home: 14.75%
- Extended family household: 11.48%
- Single person household: 9.84%
- Other (please specify): 3.28%
- Group household: 1.64%

Q6 - What things about the Upper Derwent Valley do you value most and why?

Answered: 37 | Skipped: 36

Open question - top themes ranked by frequency

1. *Natural Environment & Scenery*

Frequent mentions of rivers (Derwent, Tyenna, Styx), forests, wildlife, clean air, and dark skies. Appreciation for peace, quiet, and unobstructed views of nature.

2. *Community & Lifestyle*

Strong sense of local identity, generational ties, and community spirit. Descriptions of friendly neighbours, small-town charm, and village atmosphere.

3. *Recreational & Heritage Assets*

National parks (especially Mt Field), bushwalking trails, and swimming pools. Historic buildings, hop fields, and oast houses noted as culturally significant.

4. *Climate & Seasons*

Cool mountainous climate, snow in winter, and seasonal changes (e.g., poplar leaves in autumn).

5. *Local Produce & Agriculture*

Berries, cherries, hops, and award-winning small goods mentioned as valued local products.

Q7 - What features of the Upper Derwent Valley should be protected for future generations?

Answered: 38 | Skipped: 35

Open question - top themes ranked by frequency.

1. *Natural Environment & Wilderness*

Rivers (Derwent, Tyenna), forests, wildlife, bushland, clean air and water, scenic beauty, and dark skies. Strong emphasis on preserving the region's natural character and biodiversity.

2. *Recreational Assets*

Bushy Park swimming pool, Mt Field National Park, walking trails, Junee Caves, Marriott Falls, and riverbank access. These were seen as valuable for both locals and visitors.

3. *Community & Lifestyle*

Village atmosphere, small towns, local businesses, and community infrastructure. Desire to maintain the social fabric and liveability of the area.

4. *Heritage & History*

Historic buildings, poplar-lined streets, past houses, and monuments. Cultural heritage was seen as integral to the Valley's identity.

5. *Environmental Protection & Regulation*

Concerns about Plenty Compost, biowaste, contamination, and logging. Calls for stronger environmental safeguards and restoration efforts.

Q8 - You may be able to live elsewhere, work elsewhere, or visit anywhere. Why have you chosen the Upper Derwent Valley?

Answered: 34 | Skipped: 39

Open question - top themes ranked by frequency.

1. *Natural Environment & Scenery*

Respondents cited the region's beauty, peacefulness, rivers, mountains, and clean air as key reasons for choosing to live or stay in the Valley.

2. *Community & Lifestyle*

Many described the area as feeling like home, with a strong sense of community, safety, and local identity.

3. *Employment & Work*

Some chose the Valley due to job opportunities or employer placement, especially in farming or tourism-related roles.

4. *Recreation & Access to Parks*

Proximity to Mt Field National Park, bushwalking, and outdoor activities were important factors for several respondents.

5. *Affordability & Housing*

A few noted affordable housing and property prices as a drawcard.

Q9 - Which of the following are the biggest challenges for the Upper Derwent Valley? Please select all that apply.

Answered: 42 | Skipped: 31

Open question - top themes ranked by frequency.

1. Infrastructure capacity and quality (e.g. roads, utilities) – 76.19%
2. Economic sustainability (e.g. job opportunities, business development) – 71.43%
3. Environmental degradation (e.g. erosion, habitat loss) – 52.38%
4. Access to healthcare and other essential services – 47.62%
5. Access to education – 42.86%
6. Tourism management – 35.71%
7. Natural disaster preparedness (e.g. bushfires, floods) – 33.33%
8. Car parking – 19.05%
9. Other (please specify) – 4.76%

Q10: Can you briefly explain your answer to Question 10?

Answered: 33 | Skipped: 40

1. *Infrastructure*
    - Widespread concern about poor road conditions, potholes, and lack of long-term maintenance.
    - Heavy vehicle traffic (especially logging and compost trucks) damaging roads.
    - Lack of footpaths and pedestrian safety, especially in Westerway and Bushy Park.
    - Inadequate public toilets and community facilities.
    - Calls for a bypass route and better planning for future infrastructure needs.
2. *Economic Sustainability*
    - Limited local job opportunities, especially for young people.
    - Need for support for small businesses and apprenticeships.
    - Concerns about unregulated development undermining the Valley's assets.
    - Desire for sustainable industries and better long-term planning.
3. *Environmental Degradation*
    - Logging (especially old growth) and biowaste spreading seen as major threats.
    - Concerns about habitat loss, pollution, and lack of environmental regulation.

- Forestry and compost operations linked to air and water quality issues.

4. *Access to Healthcare and Other Essential Services*
    - Difficulty accessing GPs and specialists; long wait times.
    - Lack of local clinics and allied health services.
    - Calls for bulk-billed and urgent care clinics.
    - Isolation during emergencies due to limited service access.
5. *Access to Education*
    - Low education standards and high levels of illiteracy noted.
    - Families sending children out of area for better schooling.
    - Need for improved local education options and youth programs.
6. *Tourism Management*
    - Tourism growth (especially Maydena Bike Park) seen as poorly managed.
    - Concerns about lack of community benefit, noise, and infrastructure strain.
    - Suggestions for better planning, signage, and support for local tourism businesses.
7. Natural Disaster Preparedness
    - Lack of bushfire and flood planning, no designated refuges.
    - Poor communication and emergency access during disasters.
    - Calls for better data, training, and local disaster response strategies.
8. Other
    - Loss of social gathering spaces (e.g. halls, pubs).
    - Frustration with council planning decisions.
    - Desire for more meaningful community consultation.

Q11 – What improvements would make it easier for you to live, work or study locally?

Answered: 32 | Skipped: 41

Top Themes (Ranked by Frequency):

1. Roads & Footpaths

Strong calls for safer, better-maintained roads and the creation of footpaths and bike paths, especially in and around Westerway and Bushy Park.

2. Healthcare & Medical Services

Requests for more accessible medical care, including bulk-billed GP clinics, urgent care, and allied health services.

3. Public Transport

Many respondents highlighted the need for reliable, affordable public transport options to reduce isolation and improve access to services.

4. Recreation & Community Facilities

Suggestions included reopening or improving swimming pools, building playgrounds, and creating community gathering spaces.

5. Internet & Connectivity

Poor internet and mobile coverage were seen as barriers to working or studying locally, especially for remote work or education.

Q12 - On a scale of 1-5 (where 1 is very poor and 5 is excellent), please rate the current quality of the features of the Upper Derwent Valley?

Answered: 42 | Skipped: 31

Feature	*Average Rating*
National Parks nearby	4.40 - Excellent
Open spaces	3.19 - Good
Recreational facilities	2.76 - Good
Public safety	2.51 - Neutral
Childcare and education	2.38 - Neutral
Shops and essentials	2.38 - Neutral
Community meeting places	2.32 - Poor
Job opportunities	2.23 - Poor
Housing availability	2.21 - Very Poor
Walkability	2.17 - Very Poor
Aged care facilities	2.08 - Very Poor
Transport Infrastructure	1.93 - Very Poor
Healthcare facilities	1.66 - Very Poor

Q13 - Please rank the following housing issues in the Upper Derwent Valley, with 1 being 'Not Important' and 4 being 'Extremely Important'.

Answered: 38 | Skipped: 35

Average of responses:

- The lack of suitable housing for changing needs (ageing population) – 3.43 Most important
- Housing affordability – 3.34 Important
- Low rental vacancy rates – 3.26 Somewhat important
- Quality of rental housing – 3.26 Somewhat important
- The number of second homes and short-term rental units – 2.59 Somewhat / not very important

Q14 - Are there any specific initiatives or improvements you would like to see regarding housing in the Upper Derwent Valley? Please explain.

Answered: 20 | Skipped: 53

Key Themes from Responses:

1. *Affordable and Accessible Housing*
    - Strong calls for increased affordable housing stock, especially for:
    - Middle-aged women experiencing homelessness.
    - Farm workers and low-income residents.
    - Pensioners, disabled, and aged populations.
    - Suggestions for partnerships with Housing Tasmania and longer building permit timeframes (e.g. 5 years).
2. *Social and Public Housing*

Mixed views:

- Some support for small-scale social housing units in towns like Maydena, Westerway, Bushy Park, and Glenora.
- One respondent expressed opposition to encouraging low social housing.
- Planning and Infrastructure
- Emphasis on integrating housing development with essential services:

- Water, sewage, waste collection.
- Transport accessibility and sustainability.
- Town planning to accommodate future growth and changing needs.

3. *Alternative Housing Models*

Support for:

- Granny flats and tiny homes with reduced council interference.
- Energy-efficient housing with less reliance on wood heating.
- Community and Environmental Initiatives
- Ideas included:
- Bulk purchase schemes for solar panels and batteries.
- Bushfire preparedness education.
- Maintaining community halls, pools, and shared spaces to support livability.
- Short-Term Rentals
- Concern about the impact of Airbnbs reducing housing availability for locals.

Q15 - What are the impacts of tourism in the Upper Derwent Valley? How do we better support it?

Answered : 28 | Skipped: 45

Key Themes from Responses:

1. *Positive Impacts & Opportunities*
    - Economic driver: Many respondents see tourism as vital to the region's economy, especially for small businesses and hospitality.
    - Eco-tourism potential: Strong support for nature-based tourism focused on rivers, forests, wildlife, and clean air.
    - Community benefit: Some noted tourism helps sustain local services and businesses.
2. *Negative Impacts & Concerns*
    - Infrastructure strain: Roads, parking, and signage are seen as inadequate for current and growing tourist numbers.
    - Littering & waste: Increased rubbish and lack of public toilets (especially in Bushy Park) were frequently mentioned.
    - Loss of community focus: A few respondents warned that tourism can "kill communities" if it becomes the sole focus.
    - Noise & safety: Concerns about speeding vehicles, poor visibility at intersections, and lack of pedestrian infrastructure.
3. *Suggested Improvements*
    - Road upgrades: Widespread calls for better roads, safer intersections, and sealed parking areas.
    - Public amenities: More toilets, footpaths, signage, and play areas for families.
    - Accommodation: More camping and caravan facilities, and better quality lodging.
    - Promotion & planning:
        - Support for local tourism businesses.
        - Develop rail trails and historic sites.
        - Include Indigenous history and eco-tourism in planning.
    - Sustainability focus: Calls to reduce industrial waste and logging to align with tourism branding.

Q16 - What opportunities do you see for economic development in the Valley (e.g. tourism, agriculture, manufacturing, small business)?

Answered: 24 | Skipped: 49

Main Opportunities Identified:

1. *Tourism*
    - Widely seen as the strongest opportunity.
    - Eco-tourism focused on rivers, forests, wildlife, and clean air.
    - Rail trail development (especially Hobart to Maydena).
    - Riverside accommodation, caravan parks, and camping facilities.
    - Heritage tourism (e.g. hop museum, historic oast houses).
    - Guided walks, outdoor adventure companies, and cultural experiences.
2. *Agriculture*
    - Support for sustainable farming and better water access.
    - Promotion of local produce (berries, hops, honey, etc.).
    - Concern about current water rights and environmental impacts.
3. *Small Business*
    - Incentives and reduced red tape.
    - Support for local entrepreneurs and apprenticeships.
    - Craft and repair workshops (e.g. weaving, wood turning).
    - Food production and eco-friendly enterprises.
4. *Manufacturing and Trades*
    - Community sheds for skill development.
    - Heritage restoration programs.
    - Local employment and training initiatives.
5. *Infrastructure and Planning*
    - Better roads and signage.
    - Public toilets and amenities.
    - Circular tourist routes (e.g. link road to Huonville).
    - Investment in advertising and regional promotion.
6. *Community Focus*
    - Emphasis on ensuring locals benefit from development.
    - Some concern about tourism overshadowing community needs.

Q17 - Quality and Reliability of Services & Infrastructure

Answered: 38 | Skipped: 35

Public open space (Avg. 2.82 – Mixed)

Parks and playgrounds were generally seen as decent, though not exceptional, with room for improvement in maintenance and accessibility.

Rubbish and waste management (Avg. 2.81 – Mixed)

Waste services received mixed reviews, with some satisfaction but also concerns about illegal dumping and limited recycling options.

Internet connectivity (Avg. 2.61 – Mixed)

Internet access was considered unreliable by many, with frequent black spots and dropouts affecting work and study.

Sewer and stormwater (Avg. 2.38 – Mixed)

Sewer and stormwater systems were rated as functional but not consistently reliable, especially in more rural areas.

Roads (Avg. 1.94 – Poor)

Roads were widely criticised for being narrow, potholed, and unsafe—especially with increasing tourist and heavy vehicle traffic.

Cycling/walking paths (Avg. 1.84 – Poor)

The lack of footpaths and safe walking or cycling routes was a major concern, particularly in towns like Westerway.

Public transport (Avg. 1.35 – Poor)

Public transport was rated the worst, with many respondents stating there is effectively no service outside New Norfolk.

Q18 - What would help make moving around easier for you?

Answered: 24 | Skipped: 49

1. Public transport

   Many respondents requested more frequent and affordable bus services, especially for those without access to a car. Some suggested a daily or mini-bus service, regardless of usage levels.

2. Footpaths

   There were repeated calls for safe, accessible footpaths to improve walkability and safety for pedestrians.

3. Road improvements

   Several responses mentioned the need for better roads, including widening, sealing, and improving flood-prone or dangerous sections.

4. Cycling and rail trail

   A few respondents supported bike paths and reusing the railway line as a shared walking and cycling trail.

5. Safety measures

   Suggestions included lower speed limits, better signage, and separating heavy vehicles from pedestrian areas.

6. River transport (minor theme)

   One respondent proposed using the river as a transport route.

Q19 - How connected do you want the Upper Derwent Valley to be to Hobart?

(Likert scale limited connection to very connected)

Answered: 38 | Skipped: 35

Responses were highly varied, reflecting a diverse range of preferences.

Average score: 56.8

Q20 - What would you most like to see captured in future planning for the Upper Derwent Valley?

Answered: 31 | Skipped: 42

Key Themes

1. *Environmental Protection*
    - Strong calls to prioritise natural environment preservation, including rivers, forests, and biodiversity.
    - Specific concerns about logging, biowaste, and water extraction impacting the region's ecological health.
2. *Infrastructure & Roads*
    - Widespread desire for better roads, safer intersections, and sealed surfaces—especially in flood-prone or high-traffic areas.
    - Requests for footpaths, particularly in Westerway and Bushy Park, to improve pedestrian safety.
3. *Community Facilities*
    - Repeated calls to reopen Bushy Park Pool, restore community halls, and improve public toilets and meeting spaces.
    - Suggestions for playgrounds, parks, and youth spaces to support families and social connection.
4. *Public Transport & Accessibility*
    - Many want regular, affordable public transport to reduce isolation and improve access to services.
    - Ideas included mini-bus services and better connections to Hobart.
5. *Sustainable Development*
    - Emphasis on balanced growth that supports locals, avoids over-tourism, and protects rural character.
    - Support for eco-tourism, rail trails, and Indigenous heritage in planning.
6. *Health, Housing & Services*
    - Requests for local healthcare, bulk-billed clinics, and better access to education and aged care.
    - Calls for affordable housing and planning that supports population growth without losing community identity.
7. *Community Voice*
    - Several respondents stressed the need for genuine community consultation and long-term planning that reflects local priorities.

Overall Summary

The following is an overall engagement summary that brings together the full range of feedback collected throughout the first round of community engagement. Importantly, this includes the conversations and insights gathered from workshops throughout the Valley, where we spoke directly with community members. These discussions have been woven into the broader findings, ensuring that local voices and lived experiences are reflected alongside survey responses and stakeholder interviews.



Identity & Belonging

Identity is the foundation of place-based planning. It reflects how communities see themselves, their connection to the land, their shared histories, and the values that shape everyday life.

The identity of the residents of the Upper Derwent Valley is deeply rooted in the natural environment, heritage, and community spirit. Recognising and honouring this identity ensures that the Precinct Structure Plans are not just about physical development, but about strengthening belonging, continuity, and local character as the Valley evolves.

Who are we?

We are people shaped by the land — by the river, by the forests and mountains that surround us. We live quietly, closely connected to nature and to each other. Some of us have deep roots here, with families who've worked the land for generations. Others have arrived more recently, drawn by the beauty, the lifestyle, and the promise of something different.

We take pride in our history of hops and timber, the railway, and the stories passed down through our towns. We value peace, space, and the strength of community. We are volunteers, neighbours, and storytellers. We show up for each other, even when services fall short.

We are also changing. Our communities are growing and evolving, and with that comes both opportunities and challenges. We want to be part of shaping what comes next, to honour where we've come from, and to build a future that includes all of us.

Themes

The following themes emerged consistently across the Upper Derwent Valley townships during the community engagement process. They capture the shared values, concerns, and aspirations of the local communities. These key ideas reflect the spirit of the Valley and provide a foundation for place-based planning that honours identity, resilience, and connection.

Connection to Nature

The Upper Derwent Valley is defined by its natural beauty — rivers, forests, mountains, and wildlife. The landscape is central to the local identity, recreation, and tourism, with a shared understanding of the Valley as a gateway to the wilderness.

Rural Lifestyle and Community Spirit

Residents value the peaceful, small-town character of the Valley. A slower pace of life, open space, and a strong sense of community contribute to the region's appeal and well-being.

Heritage and Identity

There is deep pride in the Valley's history — from agricultural traditions to timber and rail. Communities are eager to preserve and celebrate their unique stories through education, signage, and cultural initiatives.

Resilience and Volunteerism

Local communities are highly resourceful, with volunteers playing a vital role in emergency services and civic life. However, there is a growing need for improved emergency planning and infrastructure to support long-term resilience.

Infrastructure and Equity

Concerns about infrastructure are widespread, including poor roads, pedestrian and cycling safety, and inadequate access to healthcare, childcare, and public transport. Many feel the Valley is underinvested compared to more prominent tourist destinations.

Inclusive Growth

There is a strong desire for development that benefits residents as well as visitors. Communities seek inclusive planning that bridges social divides, supports local needs, and fosters cohesion.

Tourism with Purpose

Tourism is seen as both an opportunity and a challenge. While there is enthusiasm for eco-tourism, rail trails, and heritage attractions, there are concerns about seasonal employment, infrastructure strain, and ensuring that tourism delivers lasting local benefits.

Values & Strengths

The Upper Derwent Valley holds unique strengths that provide a strong foundation for the future. The qualities of its landscape, people, and economy present opportunities to shape growth in a way that enhances both community wellbeing and visitor experience.

Natural Beauty and Lifestyle

The Valley is defined by its scenic landscapes, peaceful environments, and strong connections to nature. This natural beauty not only underpins the region's identity but also provides a platform for health, wellbeing, and sustainable tourism.

Community Spirit and Local Pride

The Upper Derwent Valley is home to close-knit communities with a strong sense of identity and pride in local heritage. Volunteer networks and grassroots initiatives reflect a spirit of resilience and care that has carried the region through past challenges.

Tourism Potential and Economic Opportunity

The Valley is increasingly recognised for eco-tourism, heritage tourism, and outdoor recreation opportunities. If carefully managed, tourism can diversify the local economy, generate new employment, and create reinvestment opportunities that benefit residents as well as visitors.

Challenges & Realities

The Upper Derwent Valley is a region of great character and resilience, yet it faces complex and evolving challenges. As communities adapt to shifting demographics and a changing tourism landscape, deeper social, infrastructural, and economic pressures are becoming more visible. This section explores the deeper currents shaping life in the Valley, highlighting the vulnerabilities that must be addressed to ensure an inclusive and sustainable future.

Social Cohesion and Community Strengths

The Upper Derwent Valley is undergoing social change, as long-standing rural traditions intersect with new forms of tourism and development. This shift has contributed to social fragmentation, particularly where communal spaces are lacking and where different perspectives about tourism and growth create tension. Despite these challenges, the Valley's greatest asset remains its people who are resilient, proud, and deeply connected to place.

Infrastructure Deficiencies and Service Gaps

Everyday life is shaped by the limits of infrastructure and services. Poor road conditions, limited footpaths, and a shortage of public amenities restrict mobility and safe access across towns and villages. These challenges are compounded by service gaps, with inadequate healthcare, childcare, public transport, and emergency services leaving many residents without the support they need. Many of these services have moved to New Norfolk, but even these are reaching capacity and are increasingly more difficult to access (e.g. GPs & child-care). Such deficiencies not only affect community well-being but also limit the Valley's ability to manage tourism responsibly and equitably.

Perceptions, Misperceptions, and Investment

There is a disconnect between how the Valley is perceived externally and how it is experienced by residents. While the region is celebrated for its natural beauty and tourism appeal, locals often feel overlooked in planning and investment decisions. Tourism infrastructure is seen to prioritise visitors over residents, reinforcing perceptions of neglect from council and state bodies. Public trust in governance is strained by missed opportunities, limited investment in core community needs, and inconsistent communication.

Economic Pressures and Future Resilience

The lack of sustained investment in community infrastructure and local industries has long-term economic consequences. Tourism growth, while valuable, has not been matched with the resources or facilities to support it, placing pressure on residents and existing services. Without targeted investment in both people and place, there is a risk that the Valley's economic future will remain fragile, and opportunities to build resilience against climate, demographic, and social change will be missed.

Community Assets

The Upper Derwent Valley is rich in assets that go beyond infrastructure. Its true strength lies in its people and their shared stories. From volunteer-led initiatives to heritage buildings and beloved gathering spaces, the Valley's character is defined by what its people value and protect. This section explores the human, cultural, and place-based resources that underpin community identity and offer a foundation for future growth.

People, Culture, and Networks as Resources

The Upper Derwent Valley's greatest asset is its people. Across the region, communities demonstrate resilience, generosity, and a strong sense of place. Volunteer networks such as emergency services and hall committees play a vital role in maintaining social infrastructure. Local knowledge, cultural pride, and informal support systems are deeply embedded in everyday life. These human and cultural resources are an integral aspect of the Valley's identity and therefore its future development.

Historic and Emotional "Heart" of the Place

Many places in the Valley carry deep emotional significance, from memorial pools and old showgrounds to long-standing schools and community halls. These are not just physical assets; they are repositories of memory, pride, and shared experience. The stories of timber, hops, rail, and rural life are woven into the fabric of each town. Finding ways for these spaces to continue into the future is key to maintaining the Valley's cultural continuity and fostering a sense of belonging.

Local Effect / Character Drivers

Each township has distinct qualities that shape its character and influence how it is experienced. These include:

- Natural features such as rivers, forests, and mountain views.
- Built form and heritage assets like railways, community halls, and historic stations.
- Local attractions including bike parks, fishing spots, and walking trails.
- Community-led spaces such as markets, gardens, and informal gathering places. These drivers contribute to the emotional and functional identity of each place and are central to how residents and visitors connect with the Valley.

Place Insights

Each township holds a distinct identity shaped by its landscape, history, and community. Through the engagement process, residents shared their visions for what their towns could become. The following stories imagine a future where local ideas have been realised and where places are more connected, inclusive, and vibrant. These insights reflect the character of each community and the possibilities that emerge when planning is grounded in local voices.

Bushy Park & Glenora – A Heartland Reconnected

Bushy Park and Glenora are often seen as the symbolic heart of the Valley. They are places where history, community life, and local identity intersect. The community has expressed strong interest in spaces that reflect pride, provide safe gathering opportunities, and celebrate heritage. Ideas include strengthening connections around the Bushy Park War Memorial Swimming Pool and creating more welcoming public spaces near the school and river. There is also local appetite for facilities that support everyday life, such as safe walking routes, and opportunities to showcase the town's hops heritage. Community life here is defined by care, connection, and a deep sense of history.

Westerway – A River Village Revived

Westerway's riverside setting, rail heritage, and community spaces give it a unique identity as a village that connects people with both nature and history. Locals see opportunities to build on these strengths from walking and cycling links along the rail corridor, to celebrating fishing tourism and river life, to breathing new life into the station and community hall. The town has aspirations for safer walking routes, inclusive play, and spaces that bring people together. Discussions about housing diversity, community facilities, and traffic management reflect a desire to grow in ways that feel safe, welcoming, and connected. Westerway's future lies in being more than a place to pass through to being a destination where nature, heritage, and community spirit shine.

National Park – A Wild Welcome

National Park plays an important role as both a community and a visitor gateway to Mt Field and the wilderness beyond. The town's identity is tied to nature, culture, and a strong sense of resilience. Community aspirations focus on opportunities to share stories of the land and its people, to encourage more year-round activity, and to create spaces that support connection and care. Ideas raised include strengthening cultural interpretation, exploring new community meeting points, and improving support during emergencies. National Park's future is seen not just as a gateway but as a place in its own right where nature, culture, and community meet.

Maydena – A Gateway Reimagined

Maydena is imagined as a thriving gateway to the southern wilderness reaches, where history, recreation, and community life come together. Community conversations highlight the importance of shared spaces, opportunities for young people, and recognition of the town's unique industrial and cultural story. Ideas include interpretive trails, improved recreation facilities, and stronger connections to the surrounding landscape through paths and river access. The community values tourism but also seeks to balance its benefits more evenly, ensuring residents feel supported and included. Maydena's future potential lies in its ability to combine peace, pride, and opportunity in ways that strengthen both local life and visitor experience.

Ideas for the Future

The community revealed a rich tapestry of ideas reflecting the aspirations, concerns, and creativity of local residents. They shared a wide range of suggestions aimed at enhancing liveability, fostering community cohesion, and unlocking the region's tourism and economic potential.

Recurring themes emerged from these discussions, highlighting shared priorities such as:

- Rail Trail Development: Strong support for converting rail corridors into walking/cycling trails from New Norfolk to Maydena.
- Community Spaces: Calls for halls, gardens, playgrounds, and meeting hubs.
- Tourism Activation: Suggestions for more sharing of the Valley's history, guided tours, fishing tourism, heritage storytelling, and food-based experiences.
- Health & Safety Improvements: Safer townships that support people to walk and ride, Mobile health services, better road safety, and resilience planning.

The following section categorises these ideas into key themes to support strategic planning and investment decisions that align with community values and address identified constraints.

1. *Community Infrastructure & Spaces*
    - Community halls with gardens and commercial kitchens
    - Central meeting spaces to unify fragmented communities
    - Playgrounds and all-abilities play spaces
    - BBQ areas near rivers and halls
    - Public toilets and bins
    - Skatepark and snake run
    - Sports courts and exercise parks
    - Coin showers and laundromats
    - Dog parks
    - RV dump sites and dedicated RV parks
    - Campsites by rivers and plantation reserves
    - Mobile health pods or nurse practitioner services
    - Pool redevelopment and year-round use
    - Community gardens and op shops
    - Activation of crown land for public use
2. *Tourism & Economic Development*
    - Rail trail development (Maydena to New Norfolk, Glenora access)
    - Guided tours and fishing tourism
    - Brewery celebrating hops history
    - Sovereign Hill-style attraction focused on logging history
    - Food-based tourism and storytelling
    - E-bike rentals and bike hire
    - Café on rail line

- Airbnb concerns and tourism benefit distribution
- Rebranding Maydena as gateway to south-west
- Multisport tourism (beyond biking)
- Tourist information and signage
- Caravan parking and free campgrounds
- Market building activation
- Year-round employment opportunities

3. *Heritage & Cultural Identity*
    - Historical education (logging, mining, rail)
    - Heritage station restoration and apprenticeships
    - Cultural storytelling and signage
    - Memorial park and pool history
    - Local history integration into town design
    - Logging and mining interpretation
    - Celebrating individuality of each township
4. *Environment & Nature Access*
    - River access improvements (kayaking, fishing, swimming)
    - Visibility and stops along river paths
    - Improved signage and access to Junee caves
    - Goulay bush and bush building programs
    - Paradise Corner swimming and gathering
    - Wildlife protection and roadkill cleanup
    - Open space activation (e.g., old tip site, showgrounds)
    - Ongoing weed eradication
    - Learn-to-swim programs due to river danger
5. Transport & Connectivity
    - Road maintenance and safety improvements
    - Footpaths and pedestrian crossings
    - Bypass and speed limit adjustments
    - Improved public transport and school buses
    - Ability to walk and ride between townships for social and health benefits
    - Concrete kerbs and walkability enhancements
    - Access to essential services
    - Online Access Centre
    - Rail corridor safety and biosecurity upgrades
6. Health, Education & Social Services
    - Mobile nurse visits (1 day/week per settlement)
    - Childcare services
    - Health service access (GPs, emergency services)
    - Early intervention programs
    - School grounds access for community use
    - Kids workshops and educational programs
    - Online access and community information distribution
7. Resilience & Emergency Planning
    - Emergency volunteer support (fire, ambulance)
    - Resilience hubs (e.g., Westerway Hall)
    - Coordinated disaster planning (flood/fire access routes)
    - Emergency meeting spaces
    - Stable electricity provision
    - Bush watch programs

Conclusion

Shaping Change Together

The engagement confirmed that the Upper Derwent Valley's greatest asset is its people and their deep connection to place. Residents cherish the rivers, forests, and dark skies; they value neighbourliness, volunteerism, and the independence of small towns. They also recognise that these qualities cannot be taken for granted. Ageing infrastructure, limited healthcare and transport, housing shortages, and uneven tourism impacts are pressing concerns.

Planning for the Valley's future therefore, requires more than physical investment. It calls for decisions that strengthen social cohesion, celebrate heritage, and protect the landscapes that define the region's identity. The community has articulated clear priorities: safer and better-maintained roads and footpaths, accessible health and education services, affordable and adaptable housing, revitalised community spaces, and tourism that benefits residents as much as visitors.

These insights will directly inform the forthcoming draft precinct plans. They challenge all stakeholders, Council, State agencies, local businesses, and community groups, to collaborate on solutions that balance growth with stewardship. The next phase of planning offers an opportunity to turn shared aspirations into practical actions, ensuring that the Upper Derwent Valley remains a place of belonging, resilience, and natural beauty for generations to come.


80
80



Round 2 Consultation Outcomes

Refining and prioritising the strategies

Survey Summary

This summary presents key findings from the Upper Derwent Valley Draft Precinct Structure Plan community survey. The survey sought input from residents, workers, and visitors on the Draft Precinct Plan strategies. The survey was open to the public and included both multiple-choice and open-ended questions, allowing for a wide range of perspectives.

Q1 – Does the overall direction of the Precinct Plan feel right for the Upper Derwent Valley?

Answered: 103 | Skipped: 4

- Yes 67%
- Mostly 19%
- No 8%
- Unsure 6%

Q2 – On a scale of 1–5, which community priorities should the Plan focus on most? (1 = low priority, 5 = high priority)

Answered: 96 | Skipped: 11

- Improving economic prosperity 3.78
- Recreation and open space 3.70
- Improved access to health and services 3.36
- Better community spaces and facilities 3.26
- Supporting ageing in place 2.75
- Supporting young people and families 2.44

Q3 – Which housing needs should be prioritised in the Upper Derwent Valley? (1 = low priority, 5 = high priority)

Answered: 94 | Skipped: 13

- Affordable housing 3.53
- Housing for local workers 3.39
- Smaller or more accessible homes 3.27
- Family homes 3.11
- Visitor accommodation 3.01
- Maintaining low-density rural living 2.57

Q4 – Do you support strengthening tourism while supporting agriculture and local businesses?

Answered: 99 | Skipped: 8

- Yes 78%
- Mostly 16%
- No 3%
- Unsure 3%

Q5 – Which economic opportunities should be prioritised? (1 = low priority, 5 = high priority)

Answered: 102 | Skipped: 5

- Nature and adventure tourism 4.38
- Agritourism and farm gate experiences 3.42
- Small local businesses 3.36
- Skills, training and local jobs 2.86
- Events and festivals 2.17
- Export-focused businesses 1.86

Q6 – How important is environmental protection as the Valley evolves?

Answered: 104 | Skipped: 3

- Very important – 80%
- Important – 17%
- Neutral – 3%
- Not important – 0%

Q7 – Which resilience actions should be prioritised? (Select up to two)

Answered: 103 | Skipped: 4

- Bushfire preparedness 30%
- River and catchment restoration 30%
- Regenerative agriculture 20%
- Flood management 9%
- Energy resilience 6%
- Other 5%

Q8 – Which transport improvements should be the highest priority? (1 = lowest, 5 = highest)

Answered: 103 | Skipped: 4

- Walking and cycling connections between towns 3.57
- Walking and cycling within towns 3.39
- Road safety 3.11
- Public transport 2.85
- EV charging infrastructure 2.08

Q9 – Which storytelling initiatives should be prioritised? (1 = lowest priority, 5 = highest priority)

Answered: 98 | Skipped: 9

- Rail and transport heritage 3.30
- Agricultural and working histories 3.14
- Town identity and gateways 3.11
- Aboriginal stories of Country 3.05
- Festivals and events 2.40

Q10 – Are there any strategies that could be improved or any strategies missing from the Plan?

Answered: 51 | Skipped: 56

Responses to this question highlighted several areas where respondents felt strategies could be strengthened or expanded.

1. *Rail Corridor and Rail Trail Opportunities*

   Many responses focused on the proposed reuse of the rail corridor. Respondents frequently supported development of a rail trail for walking and cycling, noting its potential to attract visitors and support tourism-based economic activity. Some suggested extending connections toward Hobart to increase accessibility and visitor numbers.

2. *Rail Transport Potential*

   Several respondents suggested that opportunities for a working rail line should also be considered, noting that rail travel could provide both a unique tourism experience and an additional transport option within the Valley.

3. *Multi-Use Trail Access (Including Horses)*

   A number of respondents noted that shared trails should accommodate horse riding as well as walking and cycling. Respondents highlighted that equestrian activities are part of the Valley's rural culture and suggested infrastructure that supports horse riding and equine tourism.

4. Tourism Development Opportunities

   Respondents identified opportunities including cycling tourism, improved facilities for long-distance cyclists (such as bike hire and storage), and nature-based tourism experiences. A small number of responses also highlighted opportunities for dark sky tourism linked to the nearby Southwest wilderness.

5. Road Infrastructure and Heavy Vehicle Impacts

   Some responses raised concerns about road conditions and heavy vehicle traffic, particularly associated with logging trucks. Suggestions included improving road quality and addressing traffic safety in some locations.

6. Accessibility and Inclusive Planning

   A small number of respondents raised concerns about accessibility, suggesting that some recreation initiatives may not be suitable for people with mobility limitations and that inclusive design should be considered in future planning.

Q11 – Does the Draft Precinct Plan reflect the future you would like to see for the Upper Derwent Valley?

Answered: 102 | Skipped: 5

- Yes 53%
- Mostly 30%
- No 12%
- Unsure 5%



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Written Submissions

Who	Key Interests	Themes Raised
Community members (residents, visitors, walkers, cyclists, businesses, horse riders)	Recreation opportunities, tourism potential, safer cycling routes, community wellbeing	• Strong support for converting the disused rail corridor into a multi-use trail, with benefits for everyday recreation, community wellbeing and safer cycling and walking away from busy roads. • Interest in tourism and main-street revitalisation, including more overnight stays and spending in small towns along the route. • Calls for practical infrastructure upgrades alongside the trail, such as sewerage improvements in Maydena, EV charging, and well-designed access points. • A smaller set of community submissions focus on preserving rail heritage, questioning permanent loss of rail infrastructure and raising concerns about long-term maintenance, safety and impacts on adjacent landowners.
Cycling organisations (Bicycle Network, Cycling South, multi use trails Australia)	Active transport, regional trail networks, cycling tourism	• Strong support for the rail corridor as a regional active transport spine, creating safer off-road cycling routes than existing highways. • Emphasis on connecting into wider trail networks and cycle-tourism routes, including multi-day rides that link Hobart to the Upper Derwent Valley. • Framing the project as proven tourism infrastructure, often citing other successful rail trails as evidence of economic and visitation benefits.

Who	Key Interests	Themes Raised
Tourism and outdoor recreation sector (tour operators, Tassie Traverse, walking groups)	Multi use trail access including horses, agritourism opportunities	• Support for a continuous multi-day trail product that combines walking, cycling and, where possible, horse riding, marketed at a regional and interstate level. • Focus on economic opportunities for cafés, accommodation, bike services and guided experiences in towns along the corridor, with an expectation of longer visitor stays and higher local spend. • Interest in integrating the rail trail with existing attractions and itineraries, such as wilderness tourism, agritourism and dark-sky or nature-based experiences. • Strong advocacy for explicit multi-use design that includes horses, not just walkers and cyclists. • Emphasis on linking the corridor into the Tasmania Trail and developing equine tourism opportunities that align with the Valley's rural character.
Rail heritage advocates (Derwent Valley Railway supporters, railway enthusiasts)	Rail heritage advocates (Derwent Valley Railway supporters, railway enthusiasts)	• Emphasis on preserving railway heritage and keeping open the option of reinstating heritage or light rail services for tourism. • Concerns that full trail conversion could permanently remove rail infrastructure, with arguments that trains can deliver significant tourism and volunteering benefits in their own right. • Additional caution about trail maintenance costs, safety, vandalism and impacts on neighbouring properties if a rail trail proceeds.

Where submissions came from:

- Upper Derwent Valley residents: 15–20%
- Greater Hobart: 35–40%, mainly recreational visitors and cyclists
- Other Tasmania: 10–15%
- Interstate / visitors: 10–15%

Community Workshops - Precinct-wide Strategies

This summary presents key findings from the Upper Derwent Valley Draft Precinct Structure Plan community workshops. The workshops provided an inclusive space where community members were able to actively participate in shaping the final strategies. Workshops were held at Westerway, National Park, Glenora and Bushy Park.

What people liked

Validated overall directions

Community feedback shows broad support for the overall strategic directions, with most items attracting medium and high priority ratings rather than low. People consistently responded well to practical, place-based improvements that they can see and use in their everyday lives. This includes strong backing for emergency evacuation planning, local energy resilience, community hubs, agritourism, seasonal events that spread activity through the year, and precinct wide essentials such as improved digital connectivity and primary road upgrades.

Support for practical everyday improvements

People respond well to clear, achievable improvements that make travelling through and using the Valley safer and more enjoyable. This includes better river access and facilities, safer road layouts and primary road upgrades, clearer signage for scenic lookouts, and more continuous walking and cycling links between key precinct destinations, especially where they can serve both locals and visitors.

Pride in local stories and heritage

There is strong enthusiasm for celebrating the Valley's culture, landscapes and working histories at a precinct scale, not just in individual townships. Participants welcome initiatives that make the rail story, Aboriginal histories, township identities and nature based tourism heritage visible through interpretation, festivals and heritage activation. Many comments emphasise that these stories are a unique strength for both locals and visitors, not just "nice to have" additions.



What was missed

Unclear roles and funding responsibilities

Across the comments there is a recurring desire for clarity about "who does what" and "who pays," especially where actions rely on State agencies, utilities or private providers. People note that some initiatives "should already be done" under existing responsibilities and question whether they belong in this program, suggesting the strategy needs to be clearer about roles, funding sources and when Council is advocating versus directly delivering.

Local constraints not fully acknowledged

People also highlight practical local constraints that are not obvious in the headline actions, such as narrow culverts that cause flooding, limited road reserve for shared paths, shallow or rocky rivers that limit boating, and access points that cross private land. These realities matter for feasibility and staging, so the next iteration should be more explicit about where such constraints exist and how they will be managed or worked around.

Desire for better consultation feedback loops

There is also feedback about the consultation process itself. Some participants refer to earlier consultations where they did not receive feedback from Council, particularly around emergency management. They ask for clearer communication of existing plans and more visible follow-up on what Council has heard and what will happen next.

What should be refined

More nuanced approach to the rail corridor

The rail corridor emerges as a key area needing refinement rather than a simple yes/no decision. Feedback is genuinely polarised between those who favour a rail trail and those who prioritise heritage rail restoration, with some proposing multi-use or staged options. The strategy will benefit from spelling out a clearer set of scenarios and principles for how the corridor could support both community connectivity and visitor economy outcomes.

Balancing trails, roads and public transport

The "connected places" package also needs to be balanced more carefully. Comments suggest that while trails are valued, people also see primary road improvements, footpaths, safe shoulders, and realistic river facilities as critical. Refinement should ensure that roads, public transport, walking/cycling links and river access are treated as a coordinated network rather than isolated projects.

Embedding environmental and cultural guardrails

Finally, nature-based and cultural initiatives would benefit from stronger guardrails and design principles. People want to see explicit commitments that tourism growth will respect environmental limits, protect sensitive riparian and forest areas, and tell the full story of Country, including difficult histories. Refining the strategy to embed these principles in project design, assessment and communications will help build trust and long-term support.

Community Workshops - Precinct-wide Strategies

A – Healthy and Thriving Communities

Deliver

A.03 - Multi use community hubs doubling as tourist centres

There is broad support for multi use community hubs that build on existing halls and facilities as shared spaces for locals and visitors, alongside some caution about creating too many new hubs and a view that, in some areas, improving digital connectivity may be just as critical.

A.04 - Multi-use trail for exercise

Strongly mixed comments, with some people firmly opposed and preferring rail restoration, and others strongly backing a trail for health, recreation and tourism. Overall it still scores relatively highly because those who support it see major benefits for everyday exercise, families and local jobs, and tend to rate it “high”, while many opponents mark it very low rather than “medium”, which keeps the average up where support exists.

Advocate

A.01 - Education and training pathways for young people

Participants see education and training pathways for young people as very important, and note that good programs already exist locally, but stress that transport and access to opportunities are the main barriers rather than a lack of ideas.

What was missing?

Reinstate Railway

Where it appears: people would like to see an operational railway, often linked to commuter transport and light rail concepts rather than just a static heritage asset. Comments suggest integrating rail with other mobility options (e.g. carrying bikes, complementing buses) and treating it as both transport and tourism infrastructure. What’s missing in the strategy is a concrete pathway or scenario for actual rail reinstatement, rather than it sitting only as a handwritten “add on”.

Item	Strategic Direction	Low	Med	High	Total votes	Avg priority
A.03	Multi use community hubs doubling as tourist centres	2	5	8	12	2.42
A.04	Rail corridor as a shared use rail trail	2	2	5	13	2.38
A.01	Education and training pathways for young people	2	0	8	14	2.36
A.02	Integrated health hub	5	1	5	13	2.00

B – Vibrant Local and Visitor Economies

Partner

B.01 – Mount Field Visitor Centre Upgrade

General opinion is that the centre badly needs renewal: facilities (especially toilets) are seen as inadequate for a major gateway to wilderness, as well as enhancing the arrival experience and clearer gateway to the park. People acknowledge this is primarily a State responsibility but expect strong Council advocacy and coordination. The strategy could better spell out Council's advocacy role, how upgrades link to broader precinct benefits, and how to coordinate with Parks, tourism operators and transport to get maximum value.

Advocate

B.06 – Improve Digital Connectivity (high, cross cutting priority)

B.06 is also rated highly, with a strong cluster of High marks and no Low scores. Participants emphasise that reliable mobile and internet coverage is critical for local businesses, residents and visitor safety, even though delivery sits with telecommunications providers. The strategy could be refined by positioning digital connectivity as enabling infrastructure (for tourism, remote work, safety and education), and by spelling out Council's advocacy and partnership actions with providers and State agencies.

B.04 Develop Agritourism

Strongly supported, with people keen to showcase local produce and farms. They want coordinated farm-gates, tastings and events that boost the rural economy while keeping the Valley's farming character.

Item	Strategic Direction	Low	Med	High	Total votes	Avg priority
B.01	Mt Field Visitor Centre Upgrade	0	0	15	15	3.00
B.06	Improve Digital Connectivity	0	2	10	12	2.83
B.04	Develop Agritourism Precinct	0	4	10	14	2.71
B.03	Fishing Points & Parks	1	1	7	9	2.67
B.05	Wilderness Tourism Precinct	1	3	7	11	2.64
B.02	Camping Infrastructure	1	4	8	13	2.62
B.07	Dark Sky Tourism	2	4	4	10	2.30
B.08	Rail Trail Tourism Route	6	5	8	19	2.11

C – Environmental Stewardship and Resilience

Advocate & Deliver

C.01 - Emergency Evacuation Points

People regard evacuation points, procedures and communication as a fundamental requirement that should already be in place, especially in bushfire prone and flood prone locations. They call for clear signage, defined safe places, better communication channels and more visible emergency planning. The strategy would benefit from turning this into a concrete delivery plan: mapping sites, signage, communication methods and agency responsibilities.

C.03 - Local Energy Resilience

Comments highlighting frequent outages in some towns and the need for more reliable, self sufficient energy solutions. People support ideas such as community batteries, backup generation and solar, but many see this as primarily an energy provider issue where Council advocates rather than funds major infrastructure. Refinement would mean clarifying Council's role (advocacy, facilitation, demonstration projects) and tying energy resilience to both community safety and business continuity.

Partner

C.02 - River & Catchment Restoration

This strategy was well supported, with people valuing healthy rivers for ecology, recreation and landscape character. Comments tend to emphasise practical actions like riparian planting, erosion control and habitat restoration, and often link this work to flood management, water quality and protecting tourism and fishing values.

Item	Strategic Direction	Low	Med	High	Total votes	Avg priority
C.01	Emergency Evacuation Points	0	1	7	8	2.88
C.03	Local Energy Resilience	1	3	4	8	2.50
C.02	River & Catchment Restoration	1	4	3	8	2.38
C.05	Regenerative Agriculture	1	4	3	8	2.38
C.04	Protect Natural Values	3	2	3	8	2.13

D – Connected Places and Communities

Advocate

D.06 - Primary Road Improvements

People describe key Valley roads (Glenora Road, Gordon River Road, Ellendale Road) as under-maintained and unsafe, and see upgrades as essential for locals, visitors, freight and cycling. Desired changes include better surfaces, overtaking lanes, safer shoulders, bike lanes and appropriate speed limits, with a strong message that the State Government should take responsibility and that this should be a headline advocacy priority.

D.05 - More Frequent Public Transport

Feedback emphasises that many people especially youth, older residents and non-drivers rely on public or community transport to reach education, training, work and essential services. There is strong interest in services that can carry bikes and support tourism, and in exploring alternative models (such as community or demand-responsive transport) that link to key destinations and coordinate with road improvements.

Partner

D.02 - Shared Path – Gordon River Road

D.02 attracts strong support as a way to create a safer, more scenic walking and cycling route linking towns, schools and key destinations along the corridor. People like the idea of an off-road or better-separated path, but note constraints such as narrow road reserves, so some suggest combining path sections with road-widening and improved signage, including pull-off points at key lookouts.

Item	Strategic Direction	Low	Med	High	Total votes	Avg priority
D.06	Primary Road Improvements	1	2	11	14	2.71
D.05	More Frequent Public Transport	2	4	7	13	2.38
D.02	Shared Path – Gordon River Road	3	5	5	13	2.15
D.04	Connections to Tasmania Trail	3	6	4	13	2.08
D.01	Rail Corridor – Local Rail Trail Path	6	0	5	11	1.91
D.03	Improve River Access	5	3	3	11	1.82
D.07	EV Infrastructure	6	5	0	11	1.45

E – Visible Place Identities and Stories

Deliver

E.04 – Former Train Stations Activation

E.04 has the highest average score in Section E and a very strong High-mark cluster. People strongly support bringing former stations back into active use, ideally as working stations in a live rail system rather than only static interpretive sites. They imagine stations as hubs for local products, community groups, interpretation and youth involvement. The strategy could be strengthened by emphasising activation and economic use, and by explicitly tying station reuse to whichever future rail/rail-trail scenario proceeds.

E.03 and E.06 – Railway Story along corridor & Working Histories Interpretation

E.03 & E.06 are also highly rated, with many High marks and no Low scores. Community members want the Valley's working histories (forestry, fishing, hops and more) to be visible, accessible and well-interpreted, suggesting mini interpretation centres, roadside information and replacing lost history functions from former online access centres. Refining the strategy here means identifying priority locations and formats, ensuring the rail story is folded into this broader "working histories" narrative, and linking interpretation to tourism and education outcomes.

Item	Strategic Direction	Low	Med	High	Total votes	Avg priority
E.04	Former Train Stations Activation	0	3	15	18	2.83
E.06	Working Histories Interpretation	0	5	15	20	2.75
E.03	Railway Story Along Corridor	2	3	18	23	2.70
E.07	Township Identities	2	4	11	17	2.53
E.01	Seasonal Festivals and Events	2	6	12	20	2.50
E.02	Stories of Country	2	5	8	15	2.40
E.05	Natural Legacy	5	7	11	23	2.26



Community Workshops - Place Strategies

Hayes and Plenty

What people liked

People in Hayes valued the recognition of the locality as small, quiet and rural with strong landscape qualities, and they welcomed the fact that road safety and connectivity issues are at least on the radar, even where solutions are still emerging.

What was missed

Residents said they would like to see stronger attention to everyday road safety concerns on local and State managed roads, more explicit advocacy on key intersections, and a clearer emphasis on maintaining rural character and protecting important views.

What should be refined

Community comments suggested that the description of Hayes' future role should avoid implying growth that is not supported locally, that safety related priorities should stand out more than long term ideas, and that any potential change should be framed as modest and community led.

Top priorities:

E.01 Visitor information at river access sites: Residents favour low cost, low maintenance interpretation—such as QR codes—that can share local cultural, landscape and rail bridge stories at key river access points, positioning this as the main interpretation investment.

C.01 Improve access to essential services and digital connectivity
People see better access to services and reliable phone/internet as foundational, not optional. They want stronger advocacy to fix blackspots and ensure rural residents aren't left behind.

Priority Project

Hayes
Repurpose the old train station as key interpretative nodes.

Possibility to partner with the Derwent Valley Railway, UTAS Architecture Students and young people in its reactivation.

E.03 Explore opportunities to repurpose the old train station as a key interpretative node, with potential partnerships for its reactivation.
Community members like the idea of the station as a small, working interpretive node rather than a static relic. They see potential for partnerships to reactivate it in ways that share local history and support modest visitor use.

Plenty

Investigate opportunities to enhance public access to the River where compatible with private land use.

E.01 & D.01 Improve river access off Glenora Road with small-scale parking, clear wayfinding and safe walking links down to the water.



Item	Strategic Direction	Low	Med	High	Total votes	Avg priority
E.03	Explore opportunities to repurpose the old train station as a key interpretative node, with potential partnerships for its reactivation.	0	0	1	1	3.00
E.01	Develop visitor information points at key river access sites highlighting cultural history, the river environment, working landscapes and views to the heritage rail bridge.	0	0	1	1	3.00
C.01	Improve access to essential services and digital connectivity to support home-based enterprises, creative industries and seasonal workers.	0	0	1	1	3.00
E.04	Protect and interpret early agricultural landscapes, including historic homesteads and longstanding field patterns.	0	0	1	1	3.00
E.02	Incorporate Aboriginal cultural narratives and local farming stories in signage, art and trail design.	0	0	1	1	3.00
B.02	Support local businesses and growers through seasonal events, farmgate sales and partnerships with tourism operators.	0	1	0	1	2.00
B.01	Encourage farm-based tourism such as farmgate sales, farm stays, artisanal food production, seasonal harvest events and experiences.	0	1	0	1	2.00
D.03	Enhance Windsor Corner Jetty as a welcoming community gathering place with seating, shelter and landscape improvements.	0	1	0	1	2.00
D.02	Upgrade river access at Large Timber Park, including picnic nodes, fishing points and interpretive signage.	0	1	0	1	2.00
B.04	Develop Plenty, Hayes and Bushy Park as a connected agri-tourism precinct.	0	1	0	1	2.00
B.03	Encourage adaptive re-use of the former Hayes Prison Farm that contributes to agricultural productivity, agri-tourism and reveals the history of the place.	0	1	0	1	2.00
D.01	Improve river access off Glenora Road with small-scale parking, clear wayfinding and safe walking links down to the water.	0	1	0	1	2.00
E.06	Enable adaptive reuse of rural heritage buildings to support small scale enterprises while retaining heritage values.	0	1	0	1	2.00
A.01	Enable low-density, lifestyle allotments where they reinforce existing settlement patterns and protect agricultural land and scenic values.	1	0	0	1	1.00
A.02	Explore options for rezoning that encourage agricultural activity and agri-tourism.	1	0	0	1	1.00

Bushy Park

What people liked

People value hop heritage very highly, supporting interpretation, a museum style experience and making heritage listed assets more accessible. They also see merit in shared paths and footpaths, plus flood response communication and campground ideas if feasible.

What was missed

Several comments flag limited local employment and funding constraints (for example, certain programs not covering rail trail works), suggesting economic realities are under acknowledged. Some also question the over emphasis on the multi-use rail trail when rail tourism remains a live option.

What should be refined

Plans for the car park and visitor space need to protect parking for markets and incorporate public toilets in the most suitable location. Rail and trail related proposals should be clearer about funding and whether the priority is historic rail, rail trail, or both, while hop experience projects may need to lean on partnerships with existing private operators.

Priority Project

Develop a footpath from Bushy Park Showground to Glenora

Closely followed by reconfiguring the Council-owned car park into a modest community park, including:

- Defined car parking
- Accessible toilets
- Nature play
- Gathering space
- Interpretation recognising the nationally significant hop landscape.

D.03 Footpath on Gordon River Road:
Participants see a continuous footpath between the Showground, Roadhouse and town centre as a high and practical safety priority, improving everyday walkability and connecting key community destinations.

A.01 Develop the Council-owned car park:
People support turning the car park into a simple, shared space for locals and visitors. They want a welcoming spot for gathering, play and local stories, not an over-developed facility.



Item	Strategic Direction	Low	Med	High	Total votes	Avg priority
D.03	Provide a footpath on the southern side of Gordon River Road, connecting the Showground to the Roadhouse and town centre.	1	0	5	6	2.67
C.01	Communicate the SES local flood response and evacuation plan to support community emergency readiness and climate resilience.	1	1	4	6	2.50
E.02	Recognise and celebrate the nationally significant hop landscape, including kilns, trellis fields and irrigation systems, and protect the visible patterns of hop production.	0	5	4	9	2.44
D.02	Develop a shared path between Bushy Park and Glenora along Gordon River Road.	2	0	4	6	2.33
A.01	Develop the Council-owned car park next to the Upper Derwent United Hall into a shared community and visitor space – a place to gather, play, storytelling and visitor information.	2	2	5	9	2.33
C.02	Integrate river and floodplain health into land management, including riparian planting, wetland buffers and catchment-sensitive design.	1	5	3	9	2.22
E.03	Use the Community Hall precinct and future trail connections as key storytelling entry points into the Upper Derwent Valley.	2	5	4	11	2.18
A.03	Explore ongoing community access and use of the Bushy Park Showgrounds, including potential for events, sport, markets and informal gathering.	1	4	2	7	2.14
B.01	Investigate opportunities with landowners for a low-impact campground at the Showgrounds.	2	4	2	8	2.00
B.03	Support local businesses and growers through seasonal events, farmgate sales and partnerships with tourism operators.	5	1	5	11	2.00
B.04	Encourage a visitor experience relating to the hops industry, such as a brewery that reactivates the old Oast house.	4	3	4	11	2.00
D.04	Improve access to the cemetery and formalise a lookout.	2	3	2	7	2.00
E.01	Partner with industry to balance production needs with interpretation, potentially through a Hop Heritage Drive.	4	2	4	10	2.00
A.02	Support residential development within existing township areas where it reinforces community patterns and rural character.	2	5	1	8	1.88
B.02	Position Bushy Park as a starting point for Rail Trail users, with visitor information and amenities.	4	0	3	7	1.86
B.05	Develop Plenty, Hayes and Bushy Park as a connected agri-tourism precinct.	2	4	1	7	1.86
D.01	Create safe access to the future Rail Trail from the Gordon River Road / Cawthorns Lane intersection.	5	0	4	9	1.89

Glenora

What people liked

Reactivating the pool was strongly supported and seen as an essential public service and social hub. People also welcomed the idea of a low impact camping / RV area and saw value in flood readiness work and footpaths linking parts of the township and to Bushy Park.

What was missed

Some comments point out existing community use of school facilities, suggesting the plan underestimates current activity there. Others question whether visitor information points in many small locations will actually attract people, implying a need to focus effort.

What should be refined

Participants want assurance that the pool feasibility study leads to actual reopening and flexible room uses. Rail Trail connections need to be reconciled with education department safeguarding requirements and with potential light rail options, and footpath alignments should reflect where there is real space and safe road crossings.

Priority Project

Undertake a feasibility study to activate the swimming pool site

A.01: Reactivate the pool site

The pool is viewed as essential social and health infrastructure, with comments expecting the feasibility study to lead directly to reopening and flexible use of the building for clinics, meetings and events.



Item	Strategic Direction	Low	Med	High	Total votes	Avg priority
A.01	Undertake a feasibility study into reactivating the pool site as a community health, wellbeing and recreation asset.	0	0	6	6	3.00
C.01	Communicate the SES local flood response and evacuation plan to support community emergency readiness and climate resilience.	0	1	5	6	2.83
B.01	Investigate the use of underutilised Crown Land for low-impact camping, caravan parking and an RV dump point, ensuring appropriate waste management, river setbacks and screening.	0	2	4	6	2.67
D.03	Deliver a continuous footpath along the eastern side of Gordon River Road, connecting the northern and southern ends of the township.	1	1	4	6	2.50
D.04	Develop a shared walking and cycling path between Glenora and Bushy Park along Gordon River Road to support safe local movement and tourism connectivity.	1	1	4	6	2.50
C.02	Integrate river and floodplain health into land management, including riparian planting, wetland buffers and catchment-sensitive design.	0	4	3	7	2.43
E.03	Use the school as a cultural connector, supporting intergenerational storytelling of land and local industry.	1	2	4	7	2.43
E.02	Use the pool site, school and Rail Trail as key locations for storytelling, orientation and wayfinding.	1	4	4	9	2.33
A.03	Explore options for residential development on underutilised DECYP land in the north.	2	0	4	6	2.33
B.03	Encourage small-scale visitor information points that connect with the broader Bushy Park–Glenora–Plenty visitor route.	2	2	4	8	2.25
B.02	Position Glenora as a quiet local base for accessing the Rail Trail and nearby agritourism experiences.	2	0	3	5	2.20
E.01	Incorporate Aboriginal cultural narratives, hop-growing histories and river-based stories into trail markers, community signage and visitor stops.	1	3	1	5	2.00
A.02	Advocate for community or residential use of the underutilised northern area of the Glenora District School grounds.	2	3	1	6	1.83
E.04	Strengthen the town role as a rural service centre through small public realm upgrades linked to local identity.	1	4	0	5	1.80
D.01	Develop safe, direct connections from Kenmore Road to the future Rail Trail.	4	1	2	7	1.71
D.02	Explore options for connections from the north to the future Rail Trail.	3	3	1	7	1.71
A.04	Explore options to unlock the school grounds for community use outside of hours.	5	1	1	7	1.43

Westerway

What people liked

Participants strongly supported improved river foreshore access, low impact camping, and a safe footpath network, describing footpaths as an urgent priority. They also liked reinforcing the town's rail identity and agritourism role, and many backed using the hall and station precinct as key hubs.

What was missed

Comments reveal concern about health access (doctor/nurse availability), suggesting broader health service planning sits behind the "health hub" idea. There are mixed views on where camping should go, indicating site specific impacts and land availability weren't fully resolved.

What should be refined

Footpath and traffic calming proposals should integrate ideas like shared zone designation, heavy vehicle route changes and "smiley face" speed reminders instead of speed humps. Camping and station area projects need clearer decisions about exact locations, vandalism risks, and how to coordinate with any future rail or rail trail operations.

Priority Project

Deliver a connected and safe footpath network through the town centre, linking the Westerway Community Hall, park, school, river, and train station.

D.01 Connected and safe footpath network:

People describe existing footpaths as unsafe, and strongly back a linked network between the hall, park, school, river and station as an urgent project to protect pedestrians and support local movement.



Item	Strategic Direction	Low	Med	High	Total votes	Avg priority
D.01	Deliver a connected and safe footpath network through the town centre, linking the Hall, park, school, river and train station.	0	0	6	6	3.00
A.05	Improve river foreshore amenity and access with native planting, seating, fishing areas and safe entry points to the water.	0	0	5	5	3.00
B.02	Support low-impact camping, caravan parking and an RV dump point on the old cricket ground, with access from the Rail Trail.	0	0	4	4	3.00
D.03	Renovate the former train station and surrounding park setting as a visitor arrival space, with defined connections to the Rail Trail.	0	1	7	8	2.88
E.02	Reinforce Westerway's railway identity, preserving and interpreting the station precinct and rail corridor.	0	1	6	7	2.86
D.02	Implement traffic calming measures along Gordon River Road to support pedestrian safety and township character.	0	2	8	10	2.80
E.01	Link rail, river and nature tourism stories, positioning Westerway as a gateway to Mount Field through signage, art and interpretation along the Rail Trail and river's edge.	0	2	5	7	2.71
A.03	Upgrade the community park to become an intergenerational space, with play, seating, shade and activities for all ages.	0	2	4	6	2.67
B.01	Develop a visitor experience at the old train station that celebrates rail heritage and river landscapes.	0	2	3	5	2.60
C.01	Integrate river health into land management, including erosion control, riparian planting, wetland buffers and catchment-sensitive design.	1	0	4	5	2.60
C.02	Use the Hall and other key facilities to strengthen local resilience planning, evacuation readiness and emergency communication.	0	2	3	5	2.60
A.02	Develop a youth space associated with the community hall to support recreation, creativity and connection for young people.	0	2	3	5	2.60
B.03	Reaffirm and build upon Westerway's role as an agritourism hub, including farmgate sales, berry farms, seasonal harvest experiences and local markets.	0	3	3	6	2.50
A.01	Explore opportunities for a small community health space or wellbeing hub to support the Upper Derwent Valley community.	1	1	3	5	2.40
A.04	Support growth and consolidation within the existing township zone.	0	3	1	4	2.25

National Park

What people liked

Locals strongly support emergency coordination improvements, more accommodation, and better physical connections between the township and National Park, describing these ideas as “no brainers”. They also back rich storytelling about Aboriginal culture, forestry and hydro history, and recognise the importance of local access arrangements to the park.

What was missed

Comments highlight legal and funding constraints around free local access passes and question the practicality of festivals, suggesting the strategy overestimates these options. There is also concern that some proposals (like a new bridge) ignore flooding realities when a simpler road based solution may suffice.

What should be refined

Plans should clarify how a local access pass could work within existing law (for example, nominal fees) and tailor events to the place’s quieter character. Bridge and trail access ideas should be re tested against flood risk and existing informal links, while ensuring prized walking tracks along the rail corridor are protected.

Priority Project

Support the development of visitor accommodation in and around National Park to encourage overnight stays and extend visitation beyond day trips.

B.01 Support the development of visitor accommodation in and around National Park to encourage overnight stays and extend visitation beyond day trips.

Comments highlight that basic facilities like car parking, toilets, access roads, playgrounds, BBQ areas and the campground are not keeping up with visitor numbers and need a significant upgrade. People generally see this as a high priority and expect strong coordination and advocacy with Parks and the State, given Mount Field’s status as a major gateway and protected area.



Item	Strategic Direction	Low	Med	High	Total votes	Avg priority
B.01	Support the development of visitor accommodation in and around National Park to encourage overnight stays and extend visitation beyond day trips.	0	0	2	2	3.00
D.05	Improve physical and social connection between the township and Mount Field National Park, including clear signage, walking links and shared gathering spaces on Parks-managed land.	0	0	2	2	3.00
A.03	Provide a local access pass or scheme to allow community members to enter and use National Park facilities at reduced or no cost.	0	0	1	1	3.00
E.01	Share stories of land and people, Aboriginal culture, and hydro and forestry history through signage, art and interpretation along the Rail Trail.	0	0	2	2	3.00
C.01	Promote the emergency coordination, evacuation locations and public messaging for both residents and visitors during bushfire or severe weather events.	0	0	2	2	3.00
D.02	Create Rail Trail access point at Lake Dobson Road to improve visitor arrival and movement.	0	0	2	2	3.00
E.02	Reinforce the identity of National Park as the historic entrance to Tasmania's first National Park and a community shaped by tourism, wilderness and working landscapes.	0	0	1	1	3.00
A.01	Establish a shared community gathering space within or adjacent to Mount Field National Park land for local use, small events and social activities.	0	1	1	2	2.50
A.02	Explore opportunities to support housing for local residents, seasonal workers and long-stay visitors through sensitive rezoning.	0	1	1	2	2.50
D.01	Provide safe pedestrian access with a footpath along the northern side of Gordon River Road through the settlement.	0	1	1	2	2.50
B.02	Encourage local businesses and tourism operators to collaborate with the National Park in offering guided nature experiences, seasonal festivals and nature-based tourism packages.	0	1	1	2	2.50
C.02	Ensure any new accommodation or rezoning is climate-responsive, bushfire-aware and maintains buffer zones to protect ecological values.	1	0	2	3	2.33
C.03	Support shared stewardship between Parks, community and tourism operators for river health, waste management, walking trails and campground maintenance.	0	2	1	3	2.33
E.03	Embed cultural and natural interpretation at trailheads, the former railway platform, the National Park Hotel precinct and visitor arrival points.	1	0	1	2	2.00
D.04	Explore options for a direct pedestrian and cycling bridge connection between Mount Field Campground and the National Park Hotel over the Tyenna River.	2	0	1	3	1.67
D.03	Create Rail Trail access point from the rear of the National Park Hotel.	2	0	1	3	1.67

Maydena

What people liked

In Maydena, many people appreciated the acknowledgement of the town's role as a tourism and recreation centre, the support for local businesses and services, and the recognition of its unique setting and village character.

What was missed

Residents emphasised that they would like more explicit attention to service reliability and basic infrastructure, clearer actions around housing availability and affordability under tourism pressure, and a stronger focus on community facilities and spaces for locals, not only visitors.

What should be refined

Submissions from the community suggested refining how tourism growth is described so it acknowledges pressure on housing, roads and services, clarifying the sequence and dependencies between projects, and explaining risks and constraints in plainer terms that reflect everyday experience.

Priority Project

Develop a tracks and trails plan in collaboration with the community, bike operators, Parks and local businesses to connect walking, mountain biking, multi-use rail trail and river access loops.

Closely followed by the unlocking of riverside lots for low-impact residential, community or commercial uses, including eco-cabins and campgrounds.

B.03 Develop a tracks and trails plan in collaboration with the community
People support a coordinated tracks and trails plan for Maydena that links walking, mountain biking, potential rail trail sections and river access loops. They want it co-designed with the community, Parks and local operators so it strengthens safety, wayfinding and the town's outdoor recreation identity.

B.01 Unlock riverside lots for low-impact residential, community or commercial uses
Overall, people support low-impact riverside uses like eco-cabins and camping, but stress the need for careful planning, upgraded basic amenities and protection of river values, rather than ad-hoc or over-intensive development.

Item	Strategic Direction	Low	Med	High	Total votes	Avg priority
A.03	Strengthen local emergency support and coordination capacity, including the use of community facilities as refuge points.	0	0	8	8	3.00
B.03	Develop a tracks and trails plan in collaboration with the community, bike operators, Parks and local businesses to connect walking, mountain biking, rail trail and river access loops.	0	1	7	8	2.88
B.01	Unlock riverside lots for low-impact residential, community or commercial uses, including eco-cabins and campground, where environmental conditions allow.	0	1	5	6	2.83
D.01	Develop a combined community and visitor hub on Council-owned land at Kallista Road as a central place for gathering, services, events and visitor orientation.	0	2	9	11	2.82
A.01	Support residential growth within zoned areas, maintaining the compact character of the town.	1	0	9	10	2.80
C.02	Embed bushfire and emergency resilience into new development, campground planning and community infrastructure.	0	2	8	10	2.80
B.04	Support eco- and adventure-tourism opportunities linked to the South-Western Wilds drive route, mountain biking, caves, forests and alpine experiences.	0	2	8	10	2.80
C.03	Protect surrounding forested landscapes and biodiversity as critical to Maydena identity and tourism offering.	0	4	8	12	2.67
B.02	Encourage overnight stays by supporting a wider range of accommodation including cabins, lodges, campgrounds and mountain bike stays.	0	2	4	6	2.67
E.02	Reinforce Maydena as a gateway to the Mount Field highlands, Styx forests and South West Wilderness, activating the former rail and mill precincts as opportunities for active use.	1	2	7	10	2.60
C.01	Advocate for increased sewerage treatment plant capacity to support sustainable tourism and future housing growth.	0	4	6	10	2.60

Item	Strategic Direction	Low	Med	High	Total votes	Avg priority
E.03	Use the visitor hub, trails and river edge as key locations to connect tourism experiences with local stories that celebrate place identity, local creativity and community pride.	0	4	6	10	2.60
A.02	Improve public open space facilities through a coordinated masterplan, including play and recreation areas.	0	4	4	8	2.50
E.01	Share stories of land and people, including Aboriginal culture, forestry, osmiridium mining and hydro construction in signage, art and trail interpretation.	1	3	6	10	2.50
D.02	Create a park link between Kallista Road and Mayne Street to connect the township core, park and future hub.	0	4	2	6	2.33
D.03	Provide Rail Trail access points from Gourlay Street, Holmes Street and Junee Road to integrate Maydena into the wider trail network.	1	5	4	10	2.30
D.04	Improve northern river foreshore access and amenity through paths, planting, riverbank stabilisation and informal gathering spaces.	1	4	3	8	2.25



Conclusion

Housing, transport and services

Across workshops and the online survey, most participants felt the overall direction of the Precinct Plan is right for the Upper Derwent Valley, with strong support for improving economic prosperity, recreation and open space, and access to health and community services. Housing discussions emphasised affordable homes and housing for local workers, with a preference for smaller and more accessible dwellings rather than large new greenfield areas, and concern that tourism growth should not crowd out local housing needs. Transport feedback at both town and precinct scale reinforced the need for safer primary roads, better walking and cycling connections within and between settlements, more continuous footpaths near schools and centres, and more reliable public or community transport.

Rail corridor and overall message

The rail corridor has emerged as a major shared theme and a point of tension, with survey and workshop responses split between those who favour a regional rail trail for walking, cycling and horse riding, and those who want options preserved for heritage or light rail services. Taken together, the engagement points to a community that is broadly supportive of the activation of the rail corridor but keen to see stronger emphasis on practical safety upgrades, inclusive and accessible design, clear roles and responsibilities, and a careful balance between tourism growth, transport and housing needs, and protection of landscapes, water and local character.

Stories, environment and tourism

Storytelling and place identity themes from the workshops align closely with the survey, which ranked rail and transport heritage, agricultural and working histories, Aboriginal stories of Country and clearer town gateways as key priorities. Participants also highlighted environmental protection and resilience as non negotiable, with bushfire preparedness, river and catchment restoration and regenerative agriculture all rating highly alongside interest in local energy resilience. Tourism is generally supported where it builds on nature and adventure experiences, agritourism and small local businesses, but people want growth to respect environmental limits, rural character and everyday liveability.

Next Steps

The engagement completed to date has provided a strong foundation for refining the Upper Derwent Valley Precinct Plan, confirming community priorities and highlighting where the draft needs adjustment. These insights will now be used to prepare a Final Precinct Structure Plan and a small number of priority project briefs to guide investment and delivery.



Planned activities include:

- Final Plan Preparation: Revising the Draft Precinct Plan into a Final Precinct Structure Plan, with clear township-specific directions, land use and zoning updates, infrastructure priorities and implementation actions.
- Priority Project Briefs: Developing 2–3 shovel-ready infrastructure project briefs that clearly set out project objectives, site conditions and expected outcomes, to support concept design and funding applications.
- Implementation Roadmap: Preparing a practical roadmap that stages short, medium and longer-term actions, identifies funding opportunities and key partnerships, and outlines recommended governance arrangements.

Before formal consideration by Council, the final plan and project briefs will be shared with the Community Advisory Group to confirm alignment with Council's strategic focus and resourcing. The project will then conclude with a final presentation to Council, summarising the process, key findings and recommendations, showcasing the Final Precinct Structure Plan and priority projects, and handing over all documents for future implementation and advocacy.

Derwent Valley COUNCIL