24 February 2011

Attn: Patrick Earle
Project Manager
Cradle Coast Regional Planning Initiative
PO Box 338
Burnie TAS 7320

Dear Patrick,

Re:  Living on the Coast: Cradle Coast Regional Land Use Planning Framework 2010-2030 - Consultation draft feedback

The National Heart Foundation Tasmania Division is supportive of the Cradle Coast regional land use planning framework and is encouraged by the consideration of Healthy by Design principles.

We would recommend that you introduce mandatory implementation of Healthy by Design principles under the Land Use Planning framework for the region.

We also recommend a greater emphasis on providing environments that support and encourage active living within the policies and strategic outcomes.

Physical inactivity is a significant risk factor for cardiovascular disease (heart, stroke and blood vessel disease) and other chronic diseases, such as Type 2 diabetes and some cancers. The growing prevalence of physical inactivity in Tasmania, coupled with the alarming rise in the number of Tasmanians who are overweight or obese, is putting enormous strain on our health system. The 2007-08 National Health Survey found that 37.2 percent of Tasmanians aged 18 years and older are overweight and 26.7 per cent are obese. In addition, 71.7 per cent of Tasmanians aged 15 years and over were classified as sedentary or having low exercise levels, in the Mersey-Lyell region this percentage rises to 79.6 - the highest in Tasmania. In terms of
healthcare, productivity and mortality, physical inactivity is estimated to cost the Australian economy $13.8 billion each year.

Changing current patterns of physical activity requires a long-term strategy led by federal, state and local governments, supported by public and private stakeholders. This long-term strategy should incorporate a strategy mix that addresses community awareness and education, as well as supportive environments for walking, cycling and recreational physical activity.

The Heart Foundation has concluded that walking can be increased through interventions and planning that focus on mixed-use planning, street connectivity, increased population density and greater walkability. Designing streets for people, not just for cars, recognises that streets are a social as well as a transport space.

It is important to recognise the benefits of creating communities that provide supportive environments for recreational physical activity integrate across numerous sectors. Whilst the Regional Land Use Planning scheme recognises the benefits to the environment of walkable communities with improved public transport, the economic benefits could be strengthened. Providing environments that encourage people to meet and interact increases pedestrian street use which has been shown to result in increased local economic activity. Evidence suggests that healthy and active people tend to be more productive within the workforce and have lower health care costs in the future.

Incorporating Healthy by Design principles into planning schemes will create active, vibrant and people friendly communities where people can meet and interact, assisting to achieve the future vision of the Land Use Planning Scheme whereby the “region’s people celebrate their connectedness and value their health and wellbeing”.

I would welcome the opportunity to discuss this submission further.

Yours sincerely

Graeme Lynch
Chief Executive Officer
Heart Foundation Tasmania
References


Healthy by Design– A guide to planning and designing environments for active living in Tasmania, Heart Foundation Tasmania, 2009. *attached

Blueprint for an active Australia: Key government and community actions required to increase population levels of physical activity in Australia – 2010 to 2014, National Heart Foundation of Australia, 2009. *attached


Position Statement: The built environment and walking; National Heart Foundation of Australia, 2009. *attached

Healthy Spaces and Places; Planning Institute of Australia, 2009. *overview attached

Providing for Pedestrians: Principles and guidelines for providing pedestrian access to destinations and urban spaces; Rodney Tolley, Walk21, Department of Infrastructure, Victoria, 2003.