



# DORSET

# PRIORITY

# PROJECTS

**2023 - 2025**

Updated Version 1.2  
Adopted by Council  
19 February 2024  
Minute 32/24

# PRIORITY PROJECTS PLAN

## OVERVIEW

The Dorset Council Priority Projects plan has been developed with a coordinated approach to align with local, regional, state and federal plans including Council's Road Asset Management Plan 2020-2030, Building Asset Management Plan 2021-2031 and the Bridge Asset Management Plan 2023-2033. The plan covers a two year period and takes a Council-wide view of needs and opportunities while aligning closely with the four identified 2023-2032 Strategic Plan focus areas (pillars). The Plan will be reviewed bi-annually.

There are six Major Project Areas listed under the Priority Plan for 2023-2025 with relevant projects outlined beneath. Each of these projects represents the key investment into the North East of Tasmania that are expected to have a transformational impact across one or more of the four strategic pillars and lead the way forward for the communities of Dorset. The projects are linked via the common themes of Regional Liveability (including Health and Wellbeing), Economic Diversification and the Visitor Economy, Transportation and Freight Infrastructure, and Environmental Management.

The Priority Projects Plan will be used to apply for funding, leverage support and provide a starting point for regional collaborations.

## STRATEGIC PLAN FOCUS AREAS



### PILLAR #1: LIVEABLE COMMUNITY

*To continually improve the liveability of the community and to respond to community challenges and changing demographics*



### PILLAR #2: ECONOMIC DEVELOPMENT

*To stimulate economic growth through sustainable and visionary projects with a view to increasing prosperity, population and investment.*



### PILLAR #3: LEADERSHIP AND GOVERNANCE

*To create value and improve service delivery for the community through*



### PILLAR #4: ENVIRONMENTAL FOOTPRINT

*To proactively engage in strategies to reduce Council's environmental foot-*

# PRIORITY PROJECTS PLAN



| PROJECT                                    | DESCRIPTION  | INDICATIVE |
|--|--|------------|
| <b>ADVOCACY</b>                            |  |            |
| 1. Sideling—Stage 2                        | <i>South of the Sideling lookout to just south of St Patricks Bridge</i> | N/A        |
| 2. Community Health and Wellbeing          | <i>Community Health Hub—feasibility study</i>                            | N/A        |
| 3. Water Surety Project                    | <i>Scottsdale to Bridport Water Surety Project</i>                       | N/A        |
| 4. Bridport Wastewater Project             | <i>Wastewater plant odour</i>  | N/A        |
| <b>ROAD INFRASTRUCTURE</b>                 |  |            |
| 5. Golconda Road—Sections 2-5              | <i>Section 2: Burns Road (Denison River) to 1km east</i>                 | \$546,000  |
|  | <i>Section 3,4,5: 1km east of Burns Road to Gillespies Road</i>          | \$2.7M     |
| 6. Golconda Road—Sections 7&8              | <i>Little Forester to Blumont Road</i>                                   | \$2.4M     |
| 7. Cascade Dam Road                        | <i>Krushka Street to Black Stump Shuttle Point</i>                       | \$370,000  |
| 8. Gillespies Road                         | <i>Golconda Road to past Knights Road</i>                                | \$655,000  |
| 9. Derby Back Road                         | <i>Tasman Highway to Tasman Highway. Road Study and liaison</i>          | \$7.6M     |
| <b>RECREATIONAL INFRASTRUCTURE</b>         |  |            |
| 10. North East Recreational Trail          | <i>40km of trail development from Scottsdale to Lilydale</i>             | \$TBC      |
| 11. Scottsdale Bike Park                   | <i>Design and Construction</i>   | \$110,000  |
| 12. Gladstone Dirt Jumps                   | <i>Design and Construction</i>   | \$TBC      |
| 13. Scottsdale Sporting Precinct           | <i>Needs Analysis and Feasibility Study</i>                              | \$100,000  |
| 14. Playground Facility Audit              | <i>Facility Audit—Internal Assessment</i>                                | \$0        |
| <b>WASTE MANAGEMENT</b>                    |  |            |
| 15. Container Refund Scheme                | <i>Implementation of the Scheme</i>                                      | \$TBC      |
| 16. Green Waste Management                 | <i>Sustainable green waste model</i>                                     | \$TBC      |
| <b>COMMUNITY MASTER PLANNING</b>           |  |            |
| 17. Scottsdale                             | <i>Structure Planning</i>  | \$55,000   |
| 18. Bridport                               | <i>Structure Planning</i>  | \$50,000+  |
| 19. Derby                                  | <i>Structure Planning and Master Planning</i>                            | \$585,000  |
| 20. Town Facilities                        | <i>Planning and investigation—public toilet and pedestrian crossings</i> | \$TBC      |
| <b>ECONOMIC DEVELOPMENT</b>                |  |            |
| 21. Municipal Marketing Strategy and Plans | <i>Resident Attraction Plan and Tourism Marketing Plan</i>               | \$TBC      |
| 22. Bridport New River Entrance and Marina | <i>Feasibility study and business case, Foreshore Master Plan</i>        | \$TBC      |
| 23. Signage and Branding                   | <i>New branding rollout completion</i>                                   | \$TBC      |
| 24. Municipal Prospectus                   | <i>Attracting new business and industry</i>                              | \$TBC      |
| 25. Tourism Infrastructure Plan            | <i>Plan</i>  | \$TBC      |

## BACKGROUND

A number of key projects within Dorset are externally driven. Council's role in regards to these key drivers of community and economic development is to advocate in regards to all or key elements of the projects to ensure the best interests of the community are met.

## PROJECT

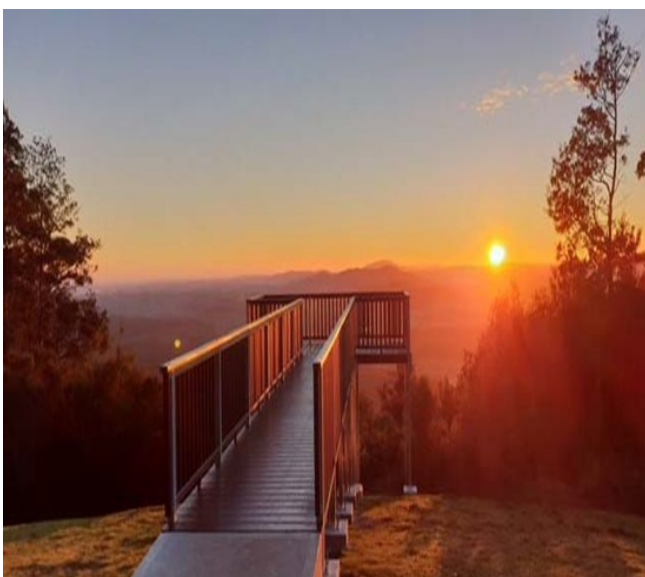
Upgrades of key transport corridors, health facilities and public infrastructure are in the best interests of the community.

### THE SIDELING: STAGE 2

The Sideling upgrade involves approximately 24km of State owned asset, the Tasman Highway, from south of St Patricks River to Minstone Road Scottsdale. The project is being completed in two stages with stage 1 separated into two sections. Stage 1 Section 1 construction is underway currently with Stage 2 Section 2 in the design phase.

Stage Two (just south of the Sideling lookout to just south of St Patricks Bridge) has entered the design phase.

→ *Department of State Growth Project—Continued advocacy in relation to the project to ensure community needs continue to be met.*



### COMMUNITY HEALTH AND WELLBEING

Major community projects such as a Family Learning Centre and Health & Well-Being Hub are key to improvements in broader community health and well-being as well as positive health outcomes for current and future residents.

→ *Community Project—Determination of appropriate location, advocacy and support for the development of a Family Learning Centre and Health and Wellbeing Hub.*

### BRIDPORT-SCOTTSDALE WATER SURETY PROJECT

Continued advocacy and support for TasWater's project which is looking at options to provide a more secure water supply for Bridport and Scottsdale.

→ *TasWater Project—Continued advocacy and support in relation to the project*

### BRIDPORT WASTEWATER

Advocacy and support to TasWater to address ongoing concerns relating to wastewater plant odour.

→ *TasWater Project—Continued advocacy and support in relation to the project*





# PROJECT AREA: *Road Infrastructure*



## BACKGROUND

The Dorset municipality has 246km of sealed and 439km of unsealed roads. There are 114 bridges (62 concrete, 33 timber) and 13 major culverts.

Identifying and upgrading our key transport infrastructure as well as advocating for upgrades to key State managed infrastructure is critically important to ensuring our transport corridors are of a high standard and our residents, businesses and industry can travel safely and efficiently.

## PROJECTS

Upgrades of key transportation corridors to standards required by industry and in accordance with Australian Road Design Standards.

### GOLCONDA ROAD - SECTIONS 2-5


Section 2: Burns Road (Denison River) to 1km east

*Reconstruction of 1km widened pavement*


Sections 3, 4,5: 1km east of Burns Road to Gillespies Road:

*Reconstruction of 5.9km widened pavement*

*Golconda Road has highest traffic volume of all Council rural roads. Main access for tourists visiting Bridestowe Lavender Farm (55,000 visitors/year) plus increased use from heavy vehicles.*



**Golconda Road—Section 2: \$546,000**  
*LRCI Phase 3—\$217,000*  
*Council Contribution—\$329,000*




**Golconda Road—Section 3-5: \$2.7M**

### GOLCONDA ROAD - SECTIONS 7 & 8

Little Forester River to Blumont Road:

*Pavement reconstruction and widening plus safety improvements of 3.4km*

*Increasing heavy vehicle use. Completion of this segment will allow HPV access to extensive timber plantations around Blumont/Sideling and will connect to existing gazette HPV routes on Pipers Brook Road and Bridport Road.*



**Golconda Road—Section 7&8: \$2.4M**  
*Funding Required*


### CASCADE DAM ROAD

From Krushka Street to Black Stump Shuttle Point:

*Safety improvements of 2km*

*(Bus bypass areas, drainage works and resheeting)*

*Increasing use by MTB shuttle operators and general public. Stakeholder consultation required to determine best course of action.*




**Cascade Dam Road—\$370,000**  
*Funding Required*

### GILLESPIES ROAD

Golconda Road to past Knights Road:

*Widening and safety improvements of 0.8km*

*Main access for tourists visiting Bridestowe Lavender Farm. Increasing use by quarry vehicles..*



**Gillespies Road—\$655,000**  
*Safer Rural Roads Program—\$600,000*  
*Council Contribution—\$55,000*

### DERBY BACK ROAD

Tasman Highway to Tasman Highway:

*Widening and safety improvements of 7.6km*

*Bypass for heavy vehicles. Liaison with Department of State Growth to undertake full road study and garner funding with a view to a possible road swap between state and Council at a later stage.*



**Derby Back Road—\$7.8M approx**  
*Funding Required*

## BENEFITS

- Reduced travel times with improved transport efficiencies and safety for residents, business and industry
- Well formed, compliant transportation network providing safe access for all road users
- Reduced road maintenance costs
- Increased safety through Derby Main Street for pedestrians and cyclists

## #1: Liveable Communities

## #2: Economic Development

# PROJECT AREA: *Recreational Infrastructure*

## BACKGROUND

Recreational infrastructure plays a major role in determining the liveability of a community and the health and wellbeing of its residents. Inadequate physical activity is fueling Australia's obesity epidemic with Tasmania having some of the worst population health outcomes in the country. Providing adequate opportunities to engage in recreational pursuits is a key way for Dorset Council to tackle this growing issue and ensure our communities are healthy and resilient.

## PROJECTS

Ensuring high quality sporting and recreational infrastructure is in place across Dorset to meet the needs of current and future generations.

### NORTH EAST RECREATION TRAIL

The first two stages of the North East Rail Trail currently extend approximately 26km from Scottsdale to the top of Billycock Hill. The Trail is a popular walking and cycling activity and hosts the annual North East Trail Run and Ride. This project is to construct Stage 3 of the project, a 40km redevelopment of the disused rail corridor from Scottsdale through to Lilydale, for non-motorized (E-bikes excepted) multi-use recreational purposes as well as construction of associated infrastructure such as signage, interpretation and bike racks.

Scottsdale to Lilydale:

*Tender applications and contract management*

*Removal of rail infrastructure and crushing of ballast for reuse*

*Construction of trail*

*Expansion of Lilydale Falls Carpark (requirement of Launceston City Council planning permit)*

**North East Recreational Trail: \$TBC**

*Federal Government - \$1.47M*

*Council Contribution - TBC*



### SCOTTSDALE BIKE PARK

Design and construction of a Scottsdale Bike Park. Potential to stage the approach to 3 key areas of need: Jumps Track, Skills Development Area and Trail Development/Expansion Area.

*Design*

*Construction*

*Official Opening*

**Scottsdale Bike Park—\$110,000**

*Premiers Fund - \$50,000*

*Community Donation - \$30,000*

*Council Contribution - \$30,000*

### GLADSTONE DIRT JUMPS

Design and construction of a dirt jumps facility in Gladstone.

*Design*

*Construction*

**Gladstone Dirt Jumps: \$TBC**

*Dorset Council - \$10,000*

*Funding Required*



## PROJECTS Continued

### **SCOTTSDALE SPORTING PRECINCT**

Consultation and needs analysis in regards to the Scottsdale Sporting Precinct - including emphasis on the Scottsdale Stadium and Scottsdale Skate Park.

*Needs Analysis*

*Feasibility Study*

*Planning and Design*

Scottsdale Sporting Precinct: \$100,000

*Funding Required*

### **PLAYGROUND FACILITY AUDIT**

Internal facility audit and needs analysis in regards to Dorset Playground Facilities to inform future expenditure

*Facility Audit*

*Needs Analysis*

Playground Facility Audit: \$0 (Internal Assessment)



## BENEFITS

- Increased low/no cost recreational options for Dorset to improve physical and mental health and wellbeing outcomes
- Supports and encourages growth in service sector industries such as tourism and hospitality
- Stimulate new economic development to diversify the economy - tourism accommodation and experiences
- Economic benefits to local businesses
- Provides passive recreation options for young people and families
- Accessible recreation provides increased health and wellbeing outcomes

**#1: Liveable Communities**

**#2: Economic Development**



# PROJECT AREA: *Waste Management*

## BACKGROUND

The various state and national policies and action plans show that waste management is changing from a linear waste disposal model to a circular resource recovery and reuse model. The aims are to reduce waste and capitalize on the environmental and economic opportunities associated with resource recovery and recycling.

## PROJECTS

This project involves redefining our waste sector into a resource recovery sector and implementing infrastructure and processes that divert maximum waste from landfill while minimizing the economic impacts of the waste levy and maximizing our sustainability and environmental outcomes.

The projects will commence the delivery of the Waste Strategy in relation to recycling and green waste and pave the way for delivery of the third element; organics.

### CONTAINER REFUND SCHEME

The Container Refund Scheme is currently being implemented by the Tasmanian Government and will see consumers able to recycle eligible drink containers in exchange for a 10c refund. It is due to commence in 2023. Council's costs will be minimal and involvement will be confined to project assistance, dissemination of information and possible hosting of a reverse vending machine/s:

*Assist with location of reverse vending machines*

*Assist with information dissemination*

*Host reverse vending machine (possible)*



## GREEN WASTE MANAGEMENT

Transition from open burning of green waste (Oct 2024 deadline) and commence a more sustainable green waste management model.

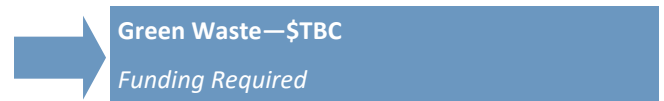
Current options are:

- A) Airburner
- B) Biochar and;
- C) Chip and Cart to Launceston Organics Facility for processing into compost

*Development of hardstand stockpile area*

*Procurement of equipment*

*Annual monitoring and evaluation of solution to ensure continued benefit.*



## BENEFITS

- Improved environmental outcomes for the region
- Improved waste diversion from landfill and decreased waste landfill levy rates
- Greater community awareness of the need to reduce waste and value resources
- Decreased littering across the municipality
- Fundraising opportunities for community

## #3: Leadership and Governance

## #4: Environmental Footprint



# PROJECT AREA: *Community Master Planning*



## BACKGROUND

The localities of Scottsdale, Bridport and Derby are potential growth areas for the Dorset region. Community Master Planning is required to ensure we meet the needs of our current as well as future communities and our products, facilities and infrastructure is in line with needs and demands.

## PROJECTS

Master planning in regards to the community:

### SCOTTSDALE

Structure Planning is underway to inform and guide the major changes to land use, built environment and public spaces to achieve economic, social and environmental objective for the community of Scottsdale.

Scottsdale Focus Areas:

- Light Industrial Area
- Austins Road Subdivision

→ **Scottsdale Structure Planning—\$55,000**  
State Government Contribution - \$25,000  
Council Contribution - \$30,000

→ **Scottsdale Light Industrial Area—\$TBC**  
Council Contribution - \$30,000  
Funding Required

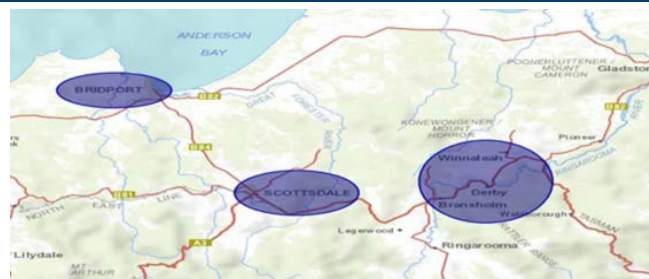
→ **Austins Road Subdivision—\$TBC**  
Council Contribution - \$30,000  
Funding Required

### BRIDPORT

Structure Plan: guide the major changes to land use, built environment and public spaces to achieve economic, social and environmental objectives for the community of Bridport.

Consultant driven.

→ **Bridport Structure Planning —\$TBC**  
Council Contribution - \$50,000  
Funding Welcomed



### DERBY

Derby Master Planning will incorporate a number of elements to inform the growth and development of the town of Derby. Structure Planning is underway and this will then be used to inform the development of further planning including:

- Infrastructure Plan
- Economic Impact Study - MTB
- MTB Precinct Plan

→ **Derby Structure Planning—\$55,000**  
State Government Contribution - \$25,000  
Council Contribution - \$30,000

→ **Derby Master Planning—\$530,000**  
Council Contribution - \$30,000  
External Funding Required—\$500,000

### TOWN FACILITIES

Site Assessment for a public toilet at the Victoria Street end of Scottsdale and investigation into pedestrian crossings on King and George Street, Scottsdale and Main Street, Bridport.

→ **Infrastructure—\$TBC**  
Funding Required

## BENEFITS

- Ensure our communities are attractive and vibrant areas to live, work and play
- Improve economic and social viability of our communities
- Ensure best use of council resources and determine a strategy to focus council investment for the future

### #1: Liveable Communities

### #2: Economic Development

# PROJECT AREA: *Economic Development*



## BACKGROUND

In order to drive economic development we need to ensure that Dorset is equipped with the basic infrastructure to accommodate growth and development. We need to understand our target demographic as well as our assets and market our region accordingly.

## PROJECTS

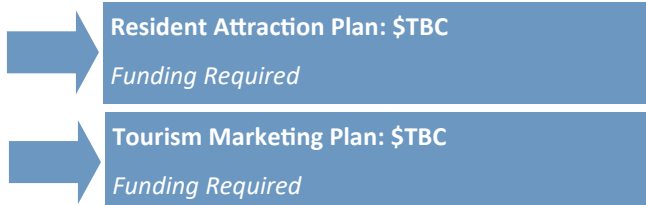
Reviews, plans and strategy development for the following key areas:

### MUNICIPAL MARKETING STRATEGY & PLANS

Investment into strategies and planning that support the growth of the region and attract and diversify the population.

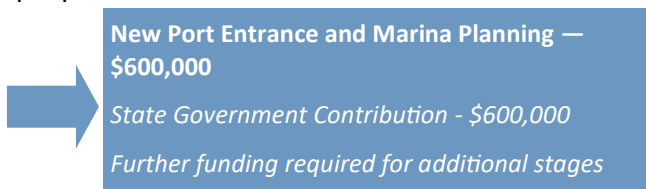
Resident Attraction Plan: Aimed to attract young families and entrepreneurs to move into the community

Tourism Marketing Plan: Aimed at increasing visitors to the region



### BRIDPORT NEW RIVER ENTRANCE & MARINA

An election commitment of \$600,000 will assist Council in conducting further design and construction work on the proposed new port entrance, including a feasibility study on the proposed marina.



## SIGNAGE AND BRANDING

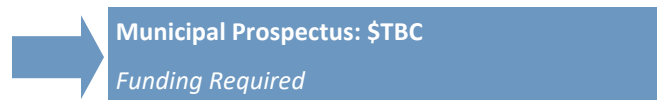
Ensure all signage is up to date with new branding across the municipality.



## MUNICIPAL PROSPECTUS

Aimed at showcasing Dorset and attracting new business ventures and industry to the region to capitalize on regional strengths which include:

Agriculture, Forestry and Tourism



## TOURISM INFRASTRUCTURE PLAN

To enhance positive visitor experiences by ensuring tourism related infrastructure is upgraded, renewed and maintained as necessary.

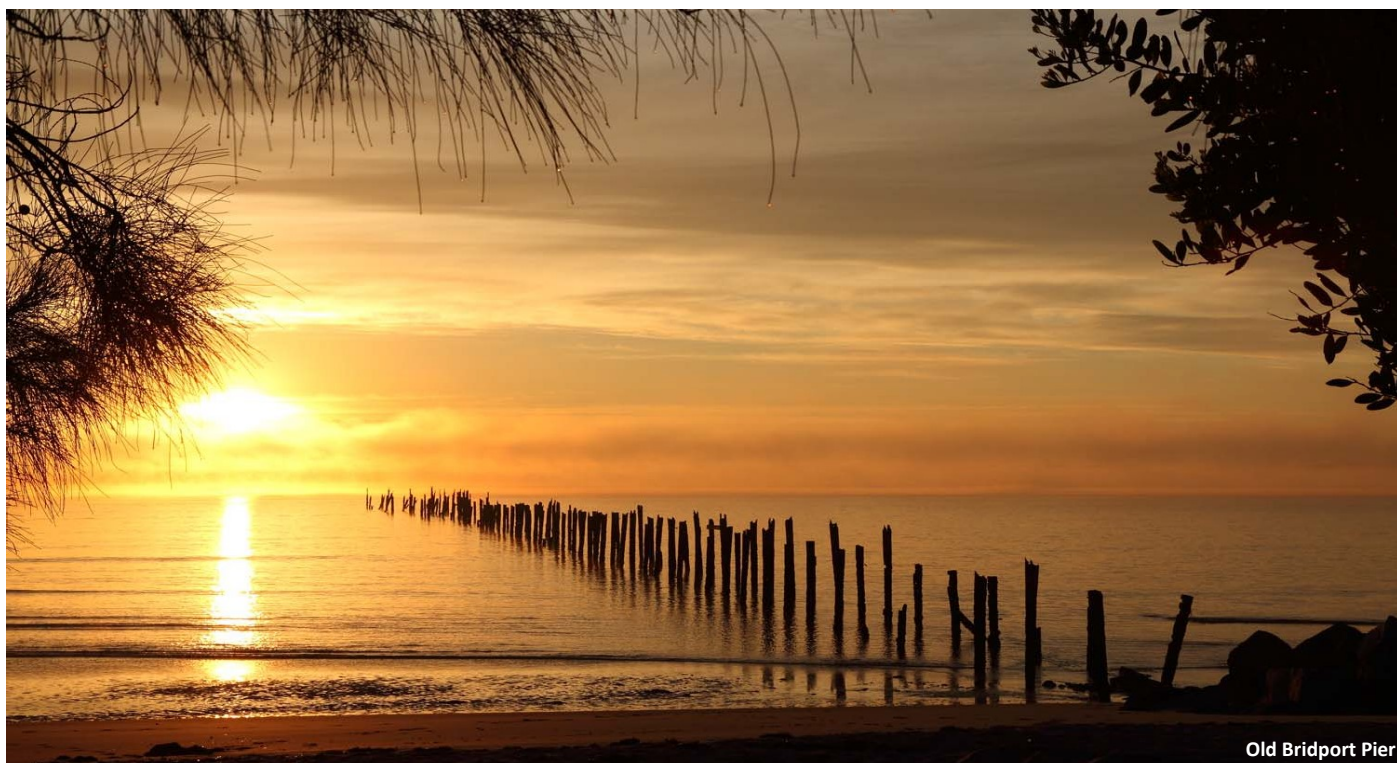


## BENEFITS

- Ensure our communities are attractive and vibrant areas to live, work and play
- Improve economic and social viability of our communities
- Ensure best use of council resources and determine a strategy to focus council investment for the future
- Promote well connected, well services communities that meet the needs of the current and future residents
- Creation of resilient, economically diverse communities

## #1: Liveable Communities

## #2: Economic Development



Old Bridport Pier

## DOCUMENT CONTROL

| VERSION | CONTRIBUTORS                                 | NOTES   | DATE          |
|---------|--|---|---------------|
| 1.0     | Bridget Waterhouse, John Marik, Rohan Willis | Plan development  | October 2023  |
| 1.1     | Bridget Waterhouse                           | <p>Updates following community consultation:</p> <p><i>Included: Scottsdale - Bridport Water Surety Project (Advocacy)</i></p> <p><i>Included: Scottsdale Facilities (Community Master Planning)</i></p> <p><i>Included: Bridport Wastewater Project (Advocacy)</i></p> <p><i>Updated: Advocacy (inclusion of project lead information)</i></p> <p><i>Updated: Green Waste Management (included Biochar)</i></p> <p><i>Updated: Derby Back Road (further details on works)</i></p> <p><i>Updated: Bridport New River Entrance and Marina (further information on project)</i></p> | November 2023 |
| 1.2     | Bridget Waterhouse                           | <p>Updates:</p> <p><i>Updated: Scottsdale Facilities - changed to Town Facilities and included Bridport Main Street Pedestrian Crossing</i></p> <p><i>Updated: Derby Master Planning - costings revised from \$30,000 to \$555,000 following identification as a project</i></p>  | February 2024 |