



**North East Residents and Farmers Inc.
PO Box 99 Lilydale Tas 7268**

A Report from the Chairman of NERAF Inc. for the Legislative Council Select Committee B, Reviewing plans for the North East Railway line between Cold water Creek and Scottsdale 22 October 2018

Abstract

If this debate was being held in NSW the retention of the rail line would be a laid down misère.

1. The North East Residents and Farmers Inc. is committed to looking after the interests of the residents of the north east of Tasmania. Accordingly, the following is about people and their views on the current dispute between rail and cycle path and is consistent with the requirements of Item 4 of the Terms of Reference of the Legislative Council Government Administration Committee "B".
2. In NSW, when considering rail trails, the views of the people most affected, i.e., those whose properties either border the rail corridor, or are bisected by the corridor, are taken into account, regardless of how many cyclists support a cycle trail. If more than 50% of those residents object then the rail line stays.
3. NERAF has been fighting this battle since 2015 when the grant to Dorset was announced in the May Budget. Very shortly after the names of 225 residents along the line objecting to the imminent breach of privacy, safety, security and biosecurity were collected by Lilydale resident Mr Peter Arnold. These figures will be further defined to remove any that live in close proximity but not actually bordering. Nevertheless, it will show that a very significant number of residents are vehemently opposed to the destruction of the railway line and, of course, any cycle trail.
4. And what about the people of Dorset? What do they want? As an ageing community what would be most useful for them?

History

5. In 2004, the then lessee of the rail lines, Pacific National, closed the north east line, not only for commercial operations but also for tourist and heritage (T&H) rail, then operated by Don River Railway. As it was a private company who held the lease, there was no redress for the T&H sector. Accordingly, both DVR and Don backed off. When Tasrail took over the lease that situation did not change.
6. In 1994 the north east line received major surgery, with most of the rail being replaced by 80 pound/yard rail. Whilst it was used until 2004, the line was maintained until 2007 by Tasrail and weed operations have continued to the present.
7. NERAF was first formed in 2015 and incorporated in 2017. Paid membership is over 360 with interested parties taking that number to over 400. The initial stand, that being the retention of the rails only, was expanded once Diesel Traction became involved and introduced a possible use for the line. Today, both organisations remain very closely aligned, NERAF seeing Diesel Traction as a force multiplier for its cause. A number of reports have been generated and thrown into the ring, the first being the Lipski report, followed by a detailed report on the track condition by specialist engineer Mr Bob Vanselow and then the business case by "Ontrack". Note that the Vanselow report was fully funded by Mr Robert Ravens of Bridestowe Estate.

Progress

8. The role of NERAF has largely been that of lobbying; however, there are many specialist railway qualified members of NERAF and it sees a further role in maintaining the rail corridor, track work and the opening up of Denison Gorge, returning it to the iconic state it enjoyed in the early 1900s. The lobbying role has been very effective in delaying any rail removal and forcing Dorset to seek extensions to the NSRF Grant. NERAF joined with Rail engineer, Mr Chris Martin in effectively adding 56 amendments to the initial legislation in the Legislative Council in 2016.
9. The support of the residents and farmers along the line seems to have missed any positive consideration at any level of government and clearly, these will be the most affected by the cycle trail. At the first formal meeting of NERAF, the members voted unanimously to accept the return of trains. Surveys along the line produced the following support for a cycle trail vis a vis 225 residents supportive of tourist and heritage rail.

Coldwater Creek to Karoola – no support for cycle trail

Lalla: -	Three: Pederson, McLeod and Johnstone
Lilydale -	Two: Scotts and Weston
Lebrina -	one, unnamed
Wyena -	No support
Golconda-	None known
Nabowla -	one, unnamed
Lietina -	No support
Jetsonville -	One - Glenn Moore
Scottsdale -	None known

10. In 2017, members Wendy McLennan and Peter Arnold mapped and walked the line from Karoola to Wyena and recorded those supportive of T&H rail. There is a clear majority opposed

to a cycle path, whether it be on the rail line or parallel to it. This gross imbalance will also be well represented in appeals to the Resource Management and Planning Appeal Tribunal, should the matter proceed that far. What this also means is that a cycle path would be poorly serviced by providers along the route and indeed, poorly maintained by Dorset Council, whose estimate for maintenance is between \$12 and \$15K, about 10% of the maintenance costs for an unsealed cycle path in Victoria (Great Southern Rail Trail).

Security

11. The matter of policing the Rail Trail is a major concern for residents and farmers whose properties border or are in close proximity to the planned cycle trail, a venture that is opposed by the North East Residents and Farmers Inc. (NERAF) of which we have a membership well exceeding 400 and exemplified by a petition tabled in the Legislative Council in September 2016 signed by 350 north east residents.

12. A significant concern of NERAF is that of security of property, although privacy and biosecurity are also issues. From what we understand, neither Police nor emergency vehicles will be able to access the trail and that Police motorbikes cease operations at 10:00 pm and in the wet. Therefore, it appears that miscreants will have access to that trail with little chance of being denied that access or apprehended. Accordingly, concerns regarding property are indeed real. NERAF members have reported access to the rail line by dirt bikes etc at Rocherlea and also further down the line and have reported that fences have been cut and access gained to adjoining properties. This will only get worse with the removal of the rails.

13. The policing of the Rail Trail was brought up in the Legislative Council during its deliberations over the Infrastructure Bill 39 of 2016 in September 2016. Whilst the question of policing was raised by Cr Ivan Dean, it has never been answered.

Biosecurity

14. This is an important issue for all farmers along the corridor, particularly as the origin and cleanliness of bicycles and associated gear will not be monitored. Of particular note is that of Phylloxera (*Daktulosphaira vitifoliae* (Fitch)), a grape vine pest that has already infected a number of vineyard areas on the mainland and can only be eradicated by replacing vines. Phylloxera has an airborne phase and is known to travel considerable distances to infect the roots of vines that have not been planted on phylloxera resistant root stock. Almost all vines planted on or before 2000 in Tasmania are on their natural roots and therefore vulnerable.

15. A previous DIPWE officer responsible for vineyards, Mt Duncan Farquar, stated that it is not "if" Tasmania gets Phylloxera, it's "when". Let's not do anything to encourage it.

16. There are many more weed and crop problems that will need to be addressed should a further corridor be opened to the travelling public and this includes animal (dog) droppings, some which are capable of aborting pregnancy in cows, and poa aquatica grass can be fatal to cattle if consumed. The fences on adjoining farms are mostly the standard seven wire and

therefore can easily be breached by dogs. Unfortunately, legislation advanced to put the onus on the corridor manager for secure fencing was defeated in the LC in September 2016.

Privacy

17. This particular aspect has been hammered out in many previous correspondence with the Tasmanian Parliament but has largely gone unaddressed, or little interest shown. The 225 people resident along the line, all but eight, vehemently oppose the rail (cycle) trail on these grounds whereas all are reasonably satisfied for trains to be returned to the line. So many of these people are the descendants of those who built the railway, a ground-breaking exercise completed mostly by hand. So many more are employees or retired railway workers. These people have a genuine interest in preserving this piece of Tasmania's built heritage. The passage of a train is a completely different scenario to that of cyclists, walkers, horses and dogs 24/7 and who may also be camping along the line as well and their very presence interfering with farm animals and vermin control. There has been talk of the erection of privacy screens but these are unlikely to exclude noise, particularly from groups.

Safety

18. Taken up with both Launceston and Dorset Councils, as well as both houses, there are two serious issues that have not been adequately addressed in the NTD initial proposal of February 2014 or in the Dorset Council's submission to the National Stronger Regions Fund dated 28 November 2014. Firstly, the railway is not fully covered with mobile phone reception. Whilst Telstra phones are mostly covered along the route, travellers from the mainland and those using Vodaphone will not enjoy that coverage. Along with this is a completely inadequate appreciation of the need for safety fencing. Most of the railway line is cut into the sides of hills and some of the drops well exceed 40 metres where insufficient width allows for adequate batter. Mayor Howard has stated that there is no need for the trail to be compliant with Austroads minimum requirements. There is a high risk of injury if safety fencing is not provided and to complicate that there may well be no ability to report any incident.

Dorset Residents – their views

19. In October 2017, with the assistance of Diesel Traction, NERAF commissioned a survey of Dorset residents by pollsters Reachtel in Brisbane. This outcome is attached. Suffice to say, 70% of 693 Dorset residents supported a train to Dorset over a cycle trail. I might also add that only 34.3% of those polled supported Mayor Howard. In May 2017, a more general survey by Brian Carlton of 7SD/7LA showed 73% support for T&H rail to the north east. An Examiner survey earlier this year was much closer but still put trains ahead of cyclists. A survey on www.change.org has attracted 1,742 signatures supporting the retention of the rails on the north east line to Scottsdale.

20. In the words of the current mayor, Greg Howard, Dorset is an ageing community and with that there is no disagreement. For either rail or cycle path, Scottsdale is the final destination. Continuing along the trail east to Billycock Hill will take cyclists nowhere, other than to return to Scottsdale. Scottsdale is also a farming community but could also blossom into a tourist destination, provided that it could attract visitors with both money and also carrying capacity. The principle value of a train for Dorset people is the opportunity to experience train travel,

which most of the older residents already have, and have indicated that they would travel by train again, if it was available. This has been given no support at all by local government, except by the previous mayor, now the late Barry Jarvis, in a vision paper he brokered in 2011 (attached).



Stuart Bryce
Chairman, North East Residents and Farmers Inc.

Encl: 1 Reachtel Survey
 2. 2011 Vision for Scottsdale and the North East

5th October 2017

FINAL RESULTS

ReachTEL conducted a survey of 693 residents across Local Government Area of Dorset. The survey was conducted on the night of 4th October 2017

Question 1:

If a State election were to be held today, which of the following would receive your first preference vote?

	Total	Female	Male	18-34	35-50	51-65	65+
<i>Liberal</i>	62.0%	53.7%	70.3%	72.9%	61.0%	56.8%	59.7%
<i>Labor</i>	17.8%	19.7%	15.9%	0.0%	24.7%	15.9%	28.4%
<i>The Greens</i>	3.8%	4.1%	3.4%	0.0%	0.0%	10.2%	3.0%
<i>Other / Independent</i>	6.5%	7.5%	5.5%	0.0%	9.1%	10.2%	4.5%
<i>Undecided</i>	9.9%	15.0%	4.8%	27.1%	5.2%	6.8%	4.5%

Two party preferred result based on respondent allocated preferences from Question 1b and undecided allocation from Question 1a

	Total
<i>Liberal</i>	70%
<i>Labor</i>	30%



Question 1a:

Being undecided to which of the following do you have even a slight leaning?

	<i>Total</i>
<i>Liberal</i>	<i>53.6%</i>
<i>Labor</i>	<i>10.7%</i>
<i>The Greens</i>	<i>32.1%</i>
<i>Other / Independent</i>	<i>3.6%</i>



Question 1b:

Which of the following parties would get your second preference?

	<i>Total</i>
<i>Liberal</i>	<i>27.5%</i>
<i>Labor</i>	<i>72.5%</i>



Question 2:

If a council election was held today, would you vote for Dorset Mayor Greg Howard?

	<i>Total</i>	<i>Female</i>	<i>Male</i>	<i>18-34</i>	<i>35-50</i>	<i>51-65</i>	<i>65+</i>
<i>Yes</i>	34.0%	24.2%	44.1%	40.7%	26.9%	24.7%	48.5%
<i>No</i>	40.1%	45.0%	35.2%	32.2%	42.3%	50.6%	30.9%
<i>Undecided</i>	25.9%	30.9%	20.7%	27.1%	30.8%	24.7%	20.6%

	<i>Total</i>	<i>Liberal</i>	<i>Labor</i>	<i>Greens</i>	<i>Other</i>	<i>Undecided</i>
<i>Yes</i>	34.0%	44.8%	21.2%	16.7%	5.3%	17.2%
<i>No</i>	40.1%	30.9%	48.1%	33.3%	63.2%	69.0%
<i>Undecided</i>	25.9%	24.3%	30.8%	50.0%	31.6%	13.8%



Question 3:

Thinking about the North East Rail line, do you support or oppose The North East Rail Line be reopened for tourist rail services?

	<i>Total</i>	<i>Female</i>	<i>Male</i>	<i>18-34</i>	<i>35-50</i>	<i>51-65</i>	<i>65+</i>
<i>Strongly Support</i>	59.7%	59.1%	60.4%	94.9%	41.6%	55.6%	55.9%
<i>Support</i>	9.9%	10.7%	9.0%	0.0%	13.0%	11.1%	14.7%
<i>Undecided</i>	15.0%	20.1%	9.7%	5.1%	27.3%	12.2%	11.8%
<i>Oppose</i>	6.8%	6.7%	6.9%	0.0%	6.5%	10.0%	8.8%
<i>Strongly Oppose</i>	8.5%	3.4%	13.9%	0.0%	11.7%	11.1%	8.8%

	<i>Total</i>	<i>Liberal</i>	<i>Labor</i>	<i>Greens</i>	<i>Other</i>	<i>Undecided</i>
<i>Strongly Support</i>	59.7%	55.2%	70.6%	33.3%	63.2%	75.9%
<i>Support</i>	9.9%	8.8%	5.9%	16.7%	36.8%	3.4%
<i>Undecided</i>	15.0%	17.1%	19.6%	8.3%	0.0%	6.9%
<i>Oppose</i>	6.8%	6.6%	0.0%	33.3%	0.0%	13.8%
<i>Strongly Oppose</i>	8.5%	12.2%	3.9%	8.3%	0.0%	0.0%



Question 4:

Do you believe that the Dorset Council has properly represented community sentiment on the future of the North East Line?

	<i>Total</i>	<i>Female</i>	<i>Male</i>	<i>18-34</i>	<i>35-50</i>	<i>51-65</i>	<i>65+</i>
<i>Yes</i>	25.2%	14.8%	35.9%	33.9%	23.1%	19.1%	28.4%
<i>No</i>	48.0%	51.7%	44.1%	54.2%	46.2%	55.1%	35.8%
<i>Undecided</i>	20.4%	28.9%	11.7%	11.9%	20.5%	20.2%	28.4%
<i>Don't know</i>	6.5%	4.7%	8.3%	0.0%	10.3%	5.6%	7.5%

	<i>Total</i>	<i>Liberal</i>	<i>Labor</i>	<i>Greens</i>	<i>Other</i>	<i>Undecided</i>
<i>Yes</i>	25.2%	33.7%	17.3%	16.7%	0.0%	6.9%
<i>No</i>	48.0%	35.4%	61.5%	41.7%	73.7%	89.7%
<i>Undecided</i>	20.4%	23.2%	17.3%	41.7%	21.1%	0.0%
<i>Don't know</i>	6.5%	7.7%	3.8%	0.0%	5.3%	3.4%



Question 5:

Do you believe that it is an appropriate use of infrastructure asset that the North East Line be completely dismantled to make a cycle path?

	<i>Total</i>	<i>Female</i>	<i>Male</i>	<i>18-34</i>	<i>35-50</i>	<i>51-65</i>	<i>65+</i>
<i>Yes</i>	18.0%	18.1%	17.9%	5.1%	19.5%	24.7%	19.1%
<i>No</i>	58.2%	57.0%	59.3%	42.4%	66.2%	59.6%	60.3%
<i>Undecided</i>	20.7%	20.8%	20.7%	52.5%	9.1%	13.5%	16.2%
<i>Don't know</i>	3.1%	4.0%	2.1%	0.0%	5.2%	2.2%	4.4%

	<i>Total</i>	<i>Liberal</i>	<i>Labor</i>	<i>Greens</i>	<i>Other</i>	<i>Undecided</i>
<i>Yes</i>	18.0%	20.6%	13.5%	18.2%	5.6%	17.2%
<i>No</i>	58.2%	49.4%	71.2%	54.5%	94.4%	72.4%
<i>Undecided</i>	20.7%	26.7%	15.4%	18.2%	0.0%	10.3%
<i>Don't know</i>	3.1%	3.3%	0.0%	9.1%	0.0%	0.0%



Question 6:

In your opinion, do you believe that the landowners next to the rail corridor have been properly consulted?

	<i>Total</i>	<i>Female</i>	<i>Male</i>	<i>18-34</i>	<i>35-50</i>	<i>51-65</i>	<i>65+</i>
<i>Yes</i>	25.3%	18.9%	31.7%	11.7%	25.0%	28.1%	32.8%
<i>No</i>	34.1%	35.8%	32.4%	21.7%	44.7%	37.1%	28.4%
<i>Undecided</i>	16.4%	17.6%	15.2%	16.7%	14.5%	16.9%	19.4%
<i>Don't know</i>	24.2%	27.7%	20.7%	50.0%	15.8%	18.0%	19.4%

	<i>Total</i>	<i>Liberal</i>	<i>Labor</i>	<i>Greens</i>	<i>Other</i>	<i>Undecided</i>
<i>Yes</i>	25.3%	33.0%	20.8%	27.3%	0.0%	3.3%
<i>No</i>	34.1%	29.7%	41.5%	9.1%	63.2%	33.3%
<i>Undecided</i>	16.4%	15.4%	22.6%	18.2%	26.3%	6.7%
<i>Don't know</i>	24.2%	22.0%	15.1%	45.5%	10.5%	56.7%

This survey was conducted using an automated telephone based survey system among 693 voters. The data has been weighted to reflect the population age and gender distribution as provided by the ABS. Telephone numbers and the person within the household were selected at random. Copyright ReachTEL Pty Ltd.



NORTH EAST WORKING GROUP

North East Tasmania

Priority Initiatives Paper

May 2011

Presented to Premier Giddings, May 2011



The North East Working Group - Signatories to the vision

<p>Brian Wightman MHA (Chair) Minister for Environment Parks and Heritage Minister for Sport and Recreation Minister for Hospitality</p> 	<p>Barry Jarvis (Chair) Mayor Dorset Council</p> 
<p>Tania Rattray Member of the Legislative Council Independent Member for Apsley</p> 	<p>Geoff Lyons Member of the House of Representatives, Member for Bass</p> 
<p>Kim Booth Member of the House of Assembly Greens Forestry Spokesperson</p> 	<p>Professor David Adams Social Inclusion Commissioner</p> 
<p>Dr Tony McCall School of Government and Institute for Regional Development - University of Tasmania</p> 	<p>Judy Davey Regional Manager North Department Economic Development, Tourism and the Arts</p> 



<p>John Martin General Manager Dorset Council</p> 	<p>Craig Perkins Chief Executive Officer Regional Development Australia – Tasmania</p> 
<p>James McCormack Department of Education, Employment and Workplace Relations - Australian Government</p> 	<p>Stephen Love Chairperson Dorset Economic Development Group</p> 
<p>Karen Hall Chair North East Chamber of Commerce</p> 	<p>Howard Nichol Executive Officer Dorset Economic Development Group,</p> 
<p>Ally Mercer Sustainable Development Manager Dorset Council</p> 	



NORTH EAST WORKING GROUP

Dear Premier,

The NEWG has much pleasure in presenting its Report to look at the long term sustainable direction for the North East region.

As you are aware, the NE region has had a series of socio-economic shocks over the past fifteen years and the closure of Gunns' remaining soft-wood saw-mill operation in March 2011 and the downturn and continued uncertainty in the forest industry places the region in a period of significant economic uncertainty and social dislocation.

Nevertheless, the NEWG has discovered through the period of consultation undertaken with the community that the region remains optimistic and positive about future opportunities for the region. The community provided the NEWG with close to 100 concept proposals for consideration, assessment and ranking.

Significantly, the proposals assessed by the NEWG ranged from expanded traditional extractive industrial opportunities in the forestry sector through to a number of exciting lifestyle amenity projects building on Dorset's natural assets to support recreational activities. There is a strong understanding that Dorset's future can be shaped by a diversity of socio-economic opportunities that will provide a platform for transformation of the region's traditional economic base. The success of the Barnboughle golf links has been a clear demonstration of how a successful enterprise hub can extend enterprise opportunities in a range of new diversified service and product provision.

The NEWG sought to address the immediacy of the region's employment challenges by seeking funding support for four short-term 'shovel ready' projects where the intention was to provide short-term employment for workers – particularly young workers with families – who needed some income support while they made decisions about their futures. We are hopeful that the State government, during this time of fiscal constraint, is able to fund those projects in the 2011-12 Budget.

The Report provides an assessment and ranking of concept proposals submitted to the NEWG for consideration. This assessment is based on a triple bottom line approach, informed by the parameters of local economic development strategies: building capacity at a local level by facilitating access to the components of successful enterprise development – skills, mentoring, networking, collaboration, innovation, scope and scale.



NORTH EAST WORKING GROUP

The opportunity also exists for a partnered approach by all levels of Government for further infrastructure investment that will support the existing industries of agriculture/forestry, tourism and SME's towards more diversified socio-economic outcomes for North East communities and adding strength to the greater Northern region of Tasmania.

At the completion of that assessment the NEWG seeks the support of your government in the 2011-12 Budget for funding of \$2,191,565 to develop the North East Business Innovation Precinct (NEBIP) – see Report for details. The NEBIP is well placed to be a platform for both consolidation and expansion of the existing enterprise activity and future enterprise diversification, including a number of proposals assessed and ranked in this Report.

The NEWG takes this opportunity to thank the State government for the access to government Ministers provided to the group and we look forward to further discussions with government with regards to our funding proposal recommendation as the Budget process is finalised.

Yours sincerely,



Brian Wightman MHA
Minister for Environment Parks and Heritage
Minister for Sport and Recreation
Minister for Hospitality
Co-Chair



Barry Jarvis
Councillor
Mayor – Dorset Council
Co-Chair



Executive Summary

The North East Working Group (NEWG) was established at the request of the then Premier, David Bartlett, in August 2010 to investigate a long term sustainable economic direction for North East Tasmania, focussing specifically on the Dorset municipality (collectively referred to as Dorset hereafter).

Over the past decade or so, the Dorset municipal area has experienced a massive decline in its manufacturing base with the loss of the UMT Milk processing factory, Simplot Vegetable processing, two major saw mills, current forestry downturn and associated business relocations/closures.

This resilient community, together with the assistance of various Tasmanian and Australian Government financial assistance packages, has been able to maintain population numbers and forge a new pathway in existing and new industries and businesses; e.g. Barnbougle Dunes and Lost Farm Golf Courses, tourism ventures, aged care, agricultural diversification and growth and a variety of small/medium size business ventures.

The latest mill closure and forestry industry downturn has required a new focus and rethink on the whole future of the region. This paper, with substantial input by the community and other working group stakeholders will generate new opportunities for all levels of Government, the Dorset community and private investors.

Objective

The focus of the NEWG was to look at a long term sustainable economic direction for the Dorset region through:

- Identifying successful Tasmanian and Australian grant-funded projects designed to stimulate investment and jobs in Dorset.
- Reviewing recent publications of the economic future of Dorset.
- Developing and aligning regional strategies, including infrastructure, for the economic development of Dorset to the Tasmanian Government's Economic Development Plan.
- Providing support for any retrenched workers to increase their skills and secure jobs.
- Identifying short and medium term opportunities to stimulate and support Dorset economy.
- Presenting a range of options to the Premier by April 30, 2011.

Purpose

NEWG's purpose was to seek community and public input into:

- identifying capacity building approaches for local economic development; and
- assessing existing or new enterprise/industrial opportunities.



Principles

The work of the NEWG was guided by an agreed set of 10 principles:

1. build on/construct local advantage and contribute to regional development;
2. provide immediate employment opportunities for displaced workers;
3. promote community enterprises and investments which generate multiplier effects in the local economy;
4. likely to attract private investment and/or generate wealth;
5. diversification of industry base, increased effort towards downstream processing/value adding;
6. attract and retain families and workers to the region, target strategies to stop people leaving;
7. promote community ownership of assets;
8. local procurement and employment policy (subject to NCP/ State guidelines);
9. increased opportunities for skills developments; and
10. leverage likely Commonwealth and State strategic directions and funding.

These principles primarily focussed on building regional advantage, promoting community enterprises and investments, attracting and retaining families and increasing skill and education opportunities.

The principles supported the triple bottom line – economic, social and environmental – assessment methodology adopted for the analysis of proposals forwarded to the NEWG for consideration. This allowed for a ranking of projects/concepts based on an assessment against three criteria:

- the impact of the concept on the local and regional economy;
- the concept's impact on the Dorset community and;
- the potential impacts or enhancements to the region's environment.

Timelines - immediately visible, mid-term focussed and long term regional integration – were attached to each assessed project. The implementation of the priority projects over these time frames will establish the local economic development platforms to secure aggregated long term capacity building in the region.

Top ranking projects/concepts

Rank	Score	Concept	Category	Cost
1	80.0	Business Service - Dorset (NE) Business Innovation Precinct	Immediately Visible	\$ 4,313,110
2	76.0	Forest Production - Integrated Wood Processing cooperative hub	Mid-term Focused	\$ 5,000,000
3	75.5	Research Centre for Food Innovation	Mid-term Focused	under review
4	72.9	Built Environment - Immigration Community Integration Centre	Mid-term Focused	\$ 20,000,000
5	72.7	Tourism and Recreation - NE Rail Trail (Bike/Walk - Tonganah to Herrick)	Immediately Visible	\$ 850,000



6	72.6	Tourism and Recreation - NE Trail and tracks	Immediately Visible	\$	900,000
7	70.5	Environment - Weed Eradication	Immediately Visible	\$	300,000
8	70.1	Tourism and Recreation - Bridport Integrated Development / Tourism Precinct Strategy (Pier, Dune, SLSC, W. Access)	Mid-term Focused	\$	40,000
9	69.8	Agricultural Production - Integrated Agricultural Value Adding Strategy	Mid-term Focused	\$	35,000
10	68.8	Upgraded / Expanded Aged Care Precinct	Mid-term Focused	\$	8,000,000
11	68.2	Built Environment - King Street Redevelopment (Scottsdale Main Street)	Immediately Visible	\$	350,000
12	67.9	Tourism and Recreation - Bridport Dune Eco-Centre and trail	Mid-term Focused	\$	3,000,000
13	67.6	Tourism and Recreation -Special Event (Festival etc)	Immediately Visible	\$	120,000
14	65.5	Built Environment - Small Town Beautification	Immediately Visible	\$	1,750,000
15	65.5	Tourism and Recreation -Sidling Route "Gateway" Enhancements	Mid-term Focused		?
16	65.4	Infrastructure - Lilydale Scottsdale Freight Road Improvements Lietinna to Golconda	Long-term Regional Integration	\$	15,000,000
17	65.0	Infrastructure - Barnbougale Road Upgrade	Immediately Visible	\$	200,000
18	64.9	Infrastructure - Lilydale Golconda - Launceston Main Road – NETAS Road Projects	Long-term Regional Integration	\$	19,000,000
19	64.6	Built Environment - Bridport Recreation Ground	Immediately Visible	\$	200,000
20	64.6	Environment - NE Highlands National Park	Mid-term Focused	\$	25,000

All 94 individual concepts received were examined as part of the triple bottom line process. Some of the concepts may not appear in their own right as they have been consolidated into a broader concept which then strengthens the viability of the proposal. The NEWG wishes to acknowledge and thank those community members and organisations that submitted projects/concepts for assessment.

Recommendation:

Based on the NEWG principles a new regional vision is defined as:

"a self sufficient and sustainable economic region built on diverse production and services which contribute to the lifestyle goals of the community".



The NEWG requests State government funding support for the development and implementation of the North East Business Innovation Precinct (NEBIP) Stage 1: **\$2,191,565**. An application to the Australian Government Regional Development Fund has also been submitted for a further \$2,121,544 for Stage 2. Stage 1 is not contingent on stage 2 funding. Total of \$4,313,110 for this project. Stage 1 development is viable in its own right. Stage 2 development of the facility will mean full expansion to a level of occupancy that can provide for some reinvestment capital to enable some self funding of stage 3.

The NEBIP has been subjected to a rigorous feasibility study, business case, cash flow modelling and a thorough understanding of how successful BIP's operate internationally and, the transfer of a significant precinct infrastructure – the Simplot processing site in Scottsdale – to the local community has been agreed to. An interim Board has been established, and a range of possible tenants identified.

The NEBIP is the highest ranking project when assessed against the NEWG principles and Dorset development framework. It is an 'immediately visible' project that has the capacity to advance Dorset's Vision through:

- acting as a hub for enterprise activity – for entrepreneurs to network, collaborate, innovate and leverage market opportunities together;
- co-ordination of business and industry capacity building in the region – counselling, training, ecommerce, and market access support;
- act as a demonstration site for social enterprise activity, for example, linking Agri-food social enterprises to the strategic goals and objectives of the State government and Australian government programs in social enterprise development and food security.
- consolidating a range of existing but disparate skills and training enhancement projects in the region – education, individual training, group training and virtual training;
- consolidating fragmented business enterprise groups – economies of scale and scope - within the region into one single entity to enhance expertise and prioritise triple bottom-line projects in the region including the projects considered and assessed by the NEWG;
- advocacy on behalf of the region in relation to State and Commonwealth policy development that supports small business enterprise activity in remote rural areas.



Introduction

The North East Working Group (NEWG) was established at the request of the then Premier, David Bartlett, in August 2010 to investigate a long term sustainable economic direction for North East Tasmania, focussing specifically on the Dorset municipality (collectively referred to as Dorset hereafter).

Objective

The focus of the North East Working Group was to look at a long term sustainable economic direction for the Dorset region through:

- Identifying successful Tasmanian and Australian grants-funded projects designed to stimulate investment and jobs in Dorset.
- Reviewing recent publications of the economic future of Dorset.
- Developing and aligning regional strategies, including infrastructure, for the economic development of Dorset to the Tasmanian Government's Economic Development Plan.
- Providing support for any retrenched workers to increase their skills and secure jobs.
- Identifying short and medium term opportunities to stimulate and support the Dorset economy.
- Presenting a range of options to the Premier by April 30, 2011.

Purpose

NEWG's purpose was to seek community and public input into:

- identifying capacity building approaches for local economic development;
- assessing existing or new enterprise/industrial opportunities.

Principles

The work of the NEWG was guided by an agreed set of 10 principles:

- build on/construct local advantage and contribute to regional development;
- provide immediate employment opportunities for displaced workers;
- promote community enterprises and investments which generate multiplier effects in the local economy;
- likely to attract private investment and/or generate wealth;
- diversification of industry base, increased effort towards downstream processing/value adding;
- attract and retain families and workers to the region, target strategies to stop people leaving;
- promote community ownership of assets;
- local procurement and employment policy (subject to NCP/ State guidelines);
- increased opportunities for skills developments; and
- leverage likely Commonwealth and State strategic directions and funding.

The principals primarily focussed on building regional advantage, promoting community enterprises and investments, attracting and retaining families and increasing skill and education opportunities.



Pitt & Sherry were commissioned by the North East Working Group (NEWG) to:

- Develop a vision for Dorset;
- Prioritise submissions of concepts for development and employment within a “triple bottom line” sustainability context; and
- Identify a development pathway.

This report is structured to reflect the brief:

- Part One – The Dorset Vision;
- Part Two – Priority Initiatives;
- Part Three – Dorset Development Pathways;
- Appendix – Background information, project assessment model details and concept details.

PART 1 – THE DORSET VISION

Building on the present to achieve a sustainable future – the Dorset Vision

Local economic development strategies start and finish with a commitment to building on a range of attributes and assets – physical and human – that can support sustainable development both now and into the future.

Remote and rural communities such as Dorset require an assessment of those attributes against a range of triple bottom line – economic, social and environmental criteria - drawn from the assets within the community.

The outcomes of that assessment inform the composition of the local economic development platforms that drive strategic planning into the future.

In the past fifteen years, Dorset has suffered significant employment and income shocks as a result of the relocation of large scale food and timber processing plants and the current restructuring of the timber industry.

Positive outcomes from this change are the significant community efforts to consider and assess transformational opportunities which build on Dorset’s current assets and embrace the emerging diversity of community values, economic and social trends. For example, many opportunities identified by community submissions to the NEWG are value-adding projects in food and recreational/eco-tourism that build on the preservation and access to natural endowments, alongside resource extraction. The community is able to articulate a vision for Dorset that incorporates traditional resource-based economic activity with liveability attributes that make Dorset an attractive region to ‘live, work, invest and visit’:



Long term Vision

“A self sufficient and sustainable economic region built on diverse production and services which contribute to the lifestyle goals of the community”.

This vision statement forms the basis of developing the assessment framework for ranking the range of projects submitted to the NEWG.

Dorset’s economic future remains sound. There is a community recognition and understanding of the need for local economic development to be based on increased diversity in production and an increased focus on services and value-adding.

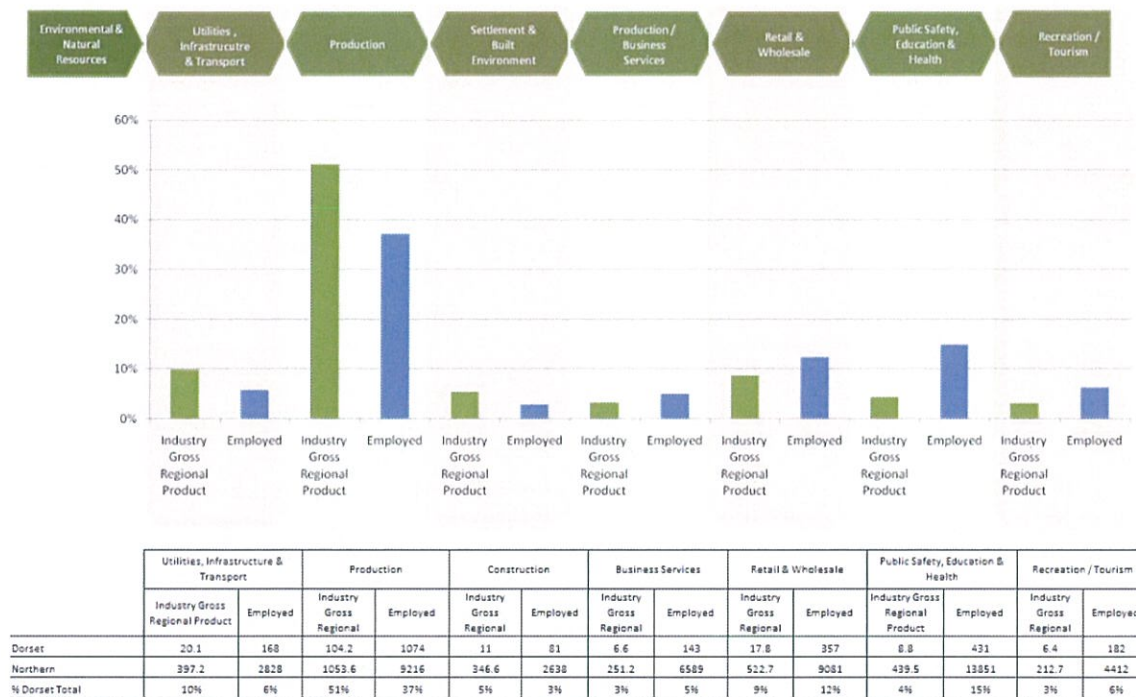
Diversity of investment will strengthen the capacity of the Dorset economy to respond to future shocks and in turn that diversity will add to existing levels of production and productivity, increasing employment security and community resilience.

No single project better demonstrates the capacity of diverse investment to add-value to a regional economy than the highly successful and internationally proclaimed world-class Barnbougle golf links, located near Bridport. Barnbougle is now a regional enterprise hub for the development and expansion of a range of tourism and local food products, recreational activities and value-adding to existing regional enterprises.

The introduction of additional irrigation capacity drives expanded agricultural production and crop diversity. The roll-out of the NBN brings new opportunities and forms an ICT platform on which to build on and to extend regional enterprise opportunities, taking Dorset to the world.

Changes within the timber industry may also present new opportunities for the production of high end value-added wood products.





The above diagram indicates the current (ABS 2006) economic circumstances and employment sources for the Dorset region. Additional information and graphs are provided in Appendix 2, and drill down to identify that the production base was both in primary production and in value adding.

Aligning the Dorset Vision to a local economic development transitional strategy will require strong governance and community support. This support is crucial in how Dorset organises its collective objectives to support and build capacity in existing and new business enterprise opportunities.

The NEWG has facilitated significant community engagement in this process. This engagement and inclusiveness was integral to the development of a new sustainable Dorset embracing the mantra of “open for business” – facilitating and providing incentives for diversity of investment.

Practical realisation of the transformational opportunities will require:

- business and educational skills development;
- access to seed and investment capital;
- an active investment environment; and
- an innovation culture.

The local economic development strategy components must be integrated into a capacity building framework incorporating assessment across the three triple bottom line platforms:

- the impact of the concept on the local and regional economy;
- the concept’s impact on the Dorset community and;
- the potential impacts or enhancements to the region’s environment.

PART 2 – PRIORITY INITIATIVES

Explanatory terms and collective table

Analysis of 94 initial concepts and ideas (detailed in appendix 1) resulted in the consolidation of many similar or complementary ideas. A range of integrated and individual concepts considered viable for implementation or further investigation are listed below. The table is presented in three categories: Immediately visible (short term “shovel ready” within the next twelve months), Mid-term (1 to 5 year time frame plus feasibility study where applicable), long term regional integration (5 to 20 years).



Immediately Visible (10)				Mid-term Focused (23)				Long-term Regional Integration (3)			
Rank	Score	Concept	Cost	Rank	Score	Concept	Cost	Rank	Score	Concept	Cost
1	80.0	Business Service - NE Business Innovation Precinct	\$ 4,313,110	1	76.0	Forest Production - Integrated Wood Processing cooperative hub	\$ 5,000,000	1	65.4	Infrastructure - Lilydale Scottsdale Freight Road Improvements Lietinna to Golconda	\$15,000,000
2	72.7	Tourism and Recreation - NE Rail Trail (Bike/Walk - Tonganah to Herrick)	\$ 850,000	2	75.5	Research Centre for Food Innovation	under review	2	64.9	Infrastructure - Lilydale Golconda - Launceston Main Road - NETAS Road Projects	\$19,000,000
3	72.6	Tourism and Recreation - NE Trail and tracks	\$ 900,000	3	72.9	Built Environment - Immigration Community Integration Centre	\$ 20,000,000	3	63.5	Tourism and Recreation - NE Steam Rail tourist track Litn to Scottsdale	?
4	70.5	Environment - Weed Eradication	\$ 300,000	4	70.1	Tourism and Recreation - Bridport Integrated Development / Tourism Precinct Strategy (Pier, Dune,SLSC, W. Access)	\$ 40,000				
5	68.2	Built Environment - King Street Redevelopment (Scottsdale Main Street)	\$ 350,000	5	69.8	Agricultural Production - Integrated Agricultural Value Adding Strategy	\$ 35,000				
6	67.6	Tourism and Recreation -Special Event (Festival etc)	\$ 120,000	6	68.8	Upgraded / Expanded Aged Care Precinct	\$ 8,000,000				
7	65.5	Built Environment - Small Town Beautification	\$ 1,750,000	7	67.9	Tourism and Recreation - Bridport Dune Eco-Centre and trail	\$ 3,000,000				
8	65.0	Infrastructure - Barnbougle Road Upgrade	\$ 200,000	8	65.5	Tourism and Recreation -Sidling Route "Gateway" Enhancements	?				
9	64.6	Built Environment - Bridport Recreation Ground	\$ 200,000	9	64.6	Environment - NE Highlands National Park	\$ 25,000				
10	63.9	Built Environment - Scottsdale Recreation Ground	\$ 200,000	10	63.9	Tourism and Recreation - Derby Integrated Development Plan / Tourism Precinct	\$ 20,000				
				11	63.8	Built Environment - Ling Siding Precinct	\$ 1,000,000				
				12	62.1	Agricultural Production - Organic farm enterprises / cooperative	?				
				13	61.1	Industrial Hemp alternative agricultural crops/processor	?				
				14	60.7	Tourism and Recreation -Sidling "Gateway" Eco-tourist centre	?				
				15	60.4	Alternative agriculture - Lucerne / Fodder /Seed / pellet Export	?				
				16	60.2	Infrastructure - Bridport Western Access Road	\$ 8,000,000				
				17	58.0	Agricultural Production - Game Meat Producer	?				
				18	53.9	Agricultural Production - Re-purpose DSTO for production of "Aid FoodPacks"	?				
				19	50.4	Agricultural Production - (Food processing/ catering)	\$ 10,000,000				
				20	50.0	Infrastructure - Ling Siding Water / Waste treatment expansion	\$ 3,000,000				
				21	50.0	Agricultural Production - Fish Leather Processor	?				
				22	49.6	Agricultural Production - Milk Powder Factory	?				
				23	37.0	Built Environment - Nuclear Waste Processing Facility	?				

PART 3 – DORSET DEVELOPMENT PATHWAY

Connecting the concepts and vision

The NEWG clearly understands that there are a range of economic development assessment tools available in the public domain.

One of the critical considerations for the NEWG was to develop an assessment tool that would bring transparency and a communication capacity – with the community – to the task. The Dorset Development Framework is designed to help visualise and demonstrate what is critical for the short and long term prosperity of Dorset and its community.

The framework uses an input/output model to define and understand the cause and effect relationships within the local economy and as the basis for making, implementing and evaluating decisions and actions. This representation allows a local economic development strategy to be grounded by a sound methodology where the outcomes are systematically identified and accessed, developed and implemented.

The development framework supports the NEWG's mission and includes:

- the current state – *status quo*;
- how identified opportunities will alter the current state;
- the contribution to the required outcomes and vision; and
- how the projects/concepts will contribute to building and extending the capacity of the region.

The submitted projects and concepts have been grouped into nine categories – business services; environment and natural resources; health and well-being; infrastructure; three production sectors – agriculture, aquaculture and forestry; settlement/built environment and; tourism and recreation - consistent with the community assets and endowments identified in the development framework on the following page. The projects presented to the NEWG, essentially represent policy and strategy linkages between the community characteristics and endowments and the Vision. The stages for local economic development are: project ideas submitted to NEWG, assessment and ranking, development and implementation to secure a preferred outcome. Ongoing implementation of outcomes would be managed through the community run board, Business Innovation Group North East Tasmania– (BIGNET) and other stakeholders.

Project Concepts / Suggestions	Source		Grand Total
	Council	Public	
Business Services	1	8	9
Environment and Natural Resources	1		1
Health and Wellbeing	1	4	5
Infrastructure	9	7	16
Production - Agriculture		19	19
Production - Aquaculture		1	1

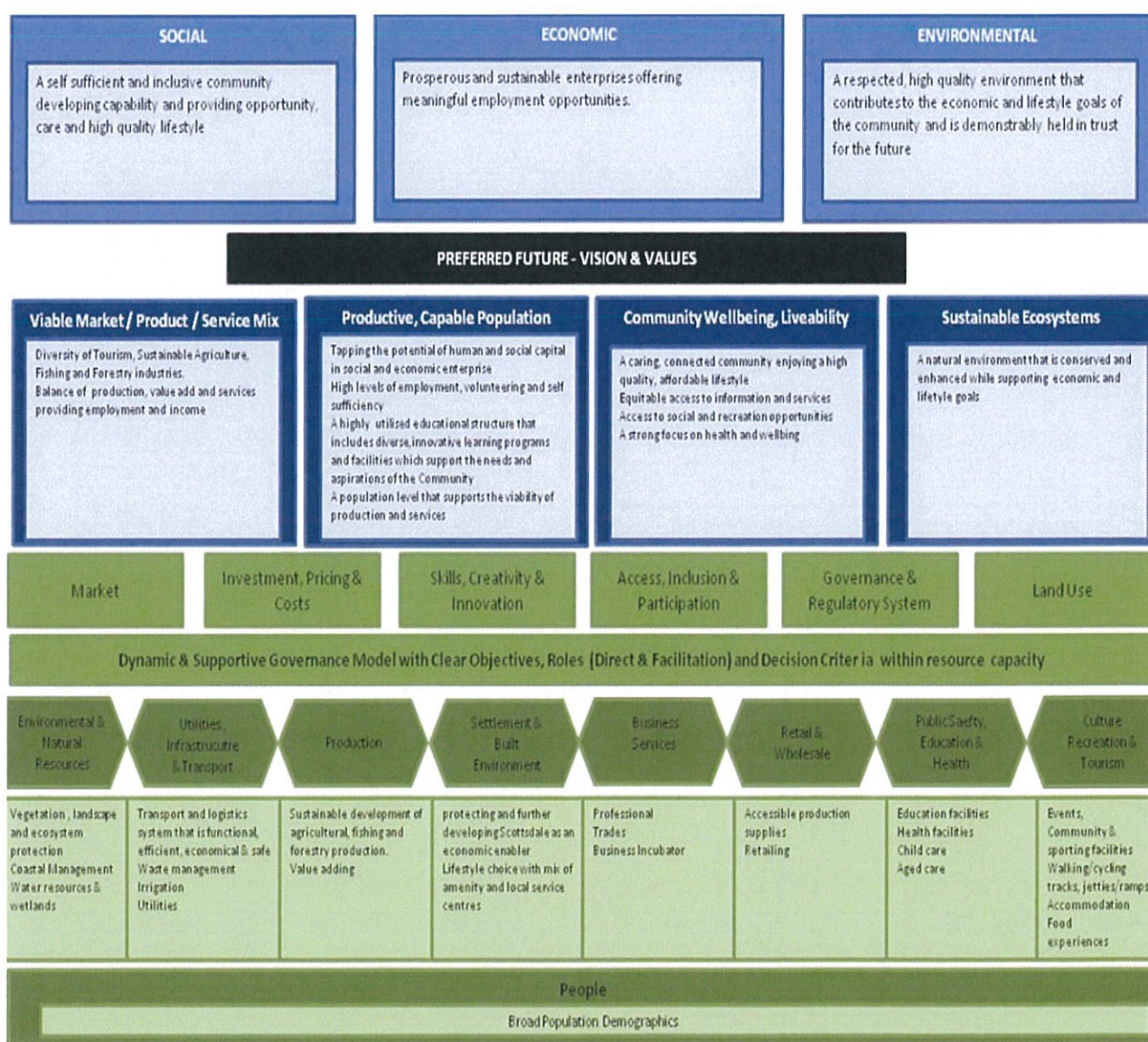


Production - Forestry		7	7
Settlement / Built Environment	4	6	10
Tourism and Recreation	3	23	26
Grand Total	19	74	94

The top line of the following diagram (social, economic, environment) expands on elements of the “vision” for Dorset and supports consideration of the impact of “what we do (or don’t do)” on the social, economic and environmental characteristics of Dorset with tangible goals reflective of the values that emerge from current and previous consultation and reports.

The Dorset Development Framework

VISION “a self sufficient and sustainable economic region built on diverse production and services which contribute to the lifestyle goals of the community”.



The previous diagram links the current state of play to the Dorset Vision and supports consideration of how a change in one or a number of the economic sectors can be facilitated via some intervention(s) and what direct and flow-on affects will occur. This is further detailed in appendix 3.

Assessment and Results

The assessment model rated and ranked each concept against weighted criteria.

The three perspectives, economic, social and environmental have been weighted 50%, 30% and 20% respectively reflecting the primary focus of the NEWG.

For each perspective, specific criteria were identified that reflected the ideas and values that constitute the Dorset Vision and current employment challenges and were weighted accordingly.

Each of the concept proposals was rated against these criteria using a rating range of 1 to 10, with 10 highly positive and 0 highly negative (refer to appendix 4 for detail). The weighted average was a product of the rating and weighting results in a score for each project out of 100. A result above 50 indicates that on balance a project has a positive return based on the rating model. Within the assessment model, immediacy of employment outcome has been rated quite highly, more so than if the project had a solely strategic focus. Consequently some projects with lesser strategic impact are rated relatively highly.

The highest rated concepts are presented in the following tables grouped according to the previously described three categories, with further detail provided in appendix 5.

Immediately Visible

Rank	Immediately Visible (10)		
	Score	Concept Proposal	Cost
1	80.0	Business Service – North East Business Innovation Precinct (NEBIP)	\$ 4,313,110
2	72.7	Tourism and Recreation -NE Rail Trail (Bike/Walk - Tonganah to Herrick)	\$ 850,000
3	72.6	Tourism and Recreation - NE Trail and tracks (bike and foot)	\$ 900,000
4	70.5	Environment - Weed Eradication	\$ 300,000
5	68.2	Built Environment - King Street Redevelopment (Scottsdale Main Street)	\$ 350,000

As identified in the table above, the highest rating concept is the North East Business Innovation Precinct (NEBIP). The NEBIP has a rating of 80 out of 100, this is based on the fact that:



- it is “shovel ready”;
- there is an identified proponent (council and community representatives) prepared to immediately progress the project;
- a detailed feasibility assessment has been completed;
- a building fit for purpose has been committed for the development; and
- significant financial, material and human in-kind support has been committed from developers and immediately ready users.

The NEBIP addresses the current shortfall of ongoing business innovation support across a range of industry sectors and provides a platform for expanding on the regions opportunities and assets. This concept has strong community ownership and will inevitably lead towards long term capacity building in the region.

NEBIP is an ‘immediately visible’ project that has the capacity to advance Dorset’s Vision through:

- acting as a hub for enterprise activity – for entrepreneurs to network, collaborate, innovate and leverage together;
- co-ordination of business and industry capacity building in the region – counselling, training, ecommerce, and market access support;
- act as a demonstration site for social enterprise activity, for example, linking Agri-food social enterprises to the strategic goals and objectives of the State government and Australian government programs in social enterprise development and food security.
- consolidating a range of existing but disparate skills and training enhancement projects in the region – education, individual training, group training and virtual training;
- consolidating fragmented business enterprise groups – economies of scale - within the region into one single entity to enhance expertise and prioritise triple bottom-line projects in the region including the projects considered and assessed by the NEWG;
- advocacy on behalf of the region in relation to State and Commonwealth policy development that supports small business enterprise activity in remote rural areas.

The detailed ranking for this project is provided in the first page of Appendix 5

The NEWG has identified that the number one risk to this project’s commencement is funding. Funding requests are being made to both the State and Australian Governments.

The NEBIP could be immediately progressed.



Mid Term table

Rank	Mid-term Focused (23)		
	Score	Concept	Cost
1	76.0	Forest Production - Integrated Wood Processing cooperative hub	\$ 5,000,000
2	75.5	Research Centre for Food Innovation	under review
3	72.9	Built Environment - Immigration Facility	\$ 20,000,000
4	70.1	Tourism and Recreation - Bridport Integrated Development / Tourism Precinct Strategy (Pier, Dune, SLSC, W. Access)	\$ 40,000
5	69.8	Agricultural Production - Integrated Agricultural Value Adding Strategy	\$ 35,000

Forest production and in particular further value adding of products is the highest rated mid-term project.

The proposal represents development of an integrated wood processing hub, essentially a designated 'precinct' likely to be focussed in the Ling Siding, in which timber and other wood processing enterprises can be encouraged to establish complementary enterprises.

Primary processing facilities may include a sawmilling facility built around traditional or alternative radial sawing technology, a veneer mill or using more advanced technology, an Oriented Strand Board (OSB) production facility.

Flowing on from the primary processing, by using the outputs, are enterprises producing value added goods such as flat pack furniture or structural wall panels. Further extending the value adding are suggestions for production of prefabricated, flat packed sustainable, energy efficient houses. Waste streams from all enterprises potentially could be captured and treated to generate energy and bio-char for capturing carbon and enhancing agricultural productivity of soils.

Combining the enterprises within a single 'precinct' offering cooperative 'soft' business support and shared hard infrastructure and equipment to provide a one-stop value chain is likely to offer economies of scale, diversity of product scope and cost reductions across a range of processes.

The concept will require major private investment support and commitment complementing public development funding. Significant further feasibility analysis is required to confirm the viability of individual components which, given the integrated dependencies, impacts on the feasibility of the integrated concept as a whole enterprise precinct.



Long-term Regional Integration table

Rank	Long-term Regional Integration (3)		
	Score	Concept Proposal	Cost
1	65.4	Infrastructure - Lilydale Scottsdale Freight Road Improvements Lietinna to Golconda	\$ 15,000,000
2	64.9	Infrastructure - Lilydale Golconda - Launceston Main Road – NETAS Road Projects	\$ 19,000,000
3	63.5	Tourism and Recreation - NE Steam Rail tourist track - Launceston to Scottsdale	?

Road infrastructure developments form the two highest ranked long term regional development concepts.

Significant investigations to date have identified that road infrastructure improvements for the Scottsdale to Launceston via a Lilydale freight route will improve the economic efficiency of product transported from the region to Tasmanian destinations south or west of Bell Bay, anecdotally indicated to be in the order of \$5 to \$6 per tonne (representing up to 30% additional freight cost). Reduced freight costs through an ability to utilise higher productivity vehicles will enhance the ability of the region to both provide competitive products and goods and reduce additional costs for products utilised within the region.

Additional benefits derived from this proposal are improved commuter travel and enhanced tourist route safety for vehicles using both the upgraded Lilydale route and also the Sideling route. The Sideling route would require reduced maintenance with lower traffic levels and would continue to provide one of the showcase sections of the Targa Tasmania feature event.

A significant risk in the concept proposal would be the failure to provide additional linkage and alternative routes bypassing the current need for freight vehicles to negotiate Launceston city traffic flows. Anecdotally, freight operations do not currently favour the Lilydale route due to the requirement to intermingle with and negotiate 'normal' commuter traffic through Launceston, with freight trucks requiring numerous lane changes and traffic light stops.

Conclusions

NE Tasmania has been subjected to range of economic and social shocks over the past fifteen years, largely brought about through industrial and plant closures or in recent times the impact of structural re-adjustment in the forestry industry. During that period the people and communities of Dorset have demonstrated remarkable resilience and determination to respond and overcome the challenges by searching for new opportunities.

This Report highlights the capacity of the community to identify a range of enterprise opportunities that provide a sound platform for expanding the traditional resource-base extractive industry base in the region but also for



developing a local economic strategy that supports a transformation of that social and economic base by supporting diversified recreational and lifestyle service and product provision.

The significant success of the Barnbougle golf links has demonstrated the extent to which Dorset's natural assets can provide a range of diversified experiences for tourists and locals and in turn provide the platform for increased enterprise investment in an expanded range of service industries.

The call for community input to provide submissions for economic and employment stimulus for Dorset has resulted in a plethora of concepts and ideas. The NEWG would like to acknowledge and thank the community for those submissions and presentations. They have greatly assisted their deliberations.

When the concept proposals were rated using a sustainability assessment method a number were assessed as being 'shovel ready' which could provide immediate economic and social stimulus ultimately contributing to long term capacity building for the region.

The NEWG has attempted through the Cabinet processes and deliberations of the State government to secure funding for these 'shovel ready' projects without success. The State government fiscal circumstances have limited the amount of funds available for that type of short-term employment relief.

A large number of mid-term time frame concept proposals provide opportunities for economic and employment stimulus leveraging opportunities from Dorset's natural and human assets.

To turn those opportunities into enterprise outcomes the NEWG has determined that support for the highest rated project – the North East Business Innovation Precinct (NEBIP) – would fully meet the requirements of the advancing the long-term economic, social and environmental sustainability of Dorset.

NEBIP meets all the requirements of local economic development strategies in the 21st century. It will act as a hub to support, facilitate and development local economic enterprise capacity.

A feasibility study has been successfully completed, a site is available, tenants have indicated their commitment once the centre is up and running and a community-based interim Board has been established.

The NEWG strongly supports the NEBIP and seeks State and Commonwealth funding support for this significant investment in the social and economic future of Dorset.



Appendix 1 – Acknowledgements of concepts presented to NEWG.

Concepts / Suggestions

Business Services

Business Support

Rotary Club of Scottsdale

North East Business Innovation Precinct (NEBIP)

Dorset Council

Innovation Support

Waites, Tony

IT Home Based services

Lindsay, Bruce

NBN

Freeland, Danny

NBN opportunities

Beattie, Malcolm

Proactive Incentive Scheme and Support Services - Business Assistance

Gilston Interiors

Reduced Bureaucracy (Irrigation)

Hall, Victor

Trade Training Hostel

Rotary Club of Scottsdale

Environment and Natural Resources

Natural Resource Management - NE Weed Eradication Project

Dorset Council

Health and Wellbeing

Aged Care

Beattie, Malcolm

Aged Care Precinct

Rotary Club of Scottsdale

Dorset Aged Care Precinct

Dorset Council

Expand Aged Care Facilities

Freeland, Danny

Support for Aged Care services

Lethborg, Margaret

Infrastructure

Barnboughle Road Upgrade

Dorset Council

Bridport Western Access Road

Dorset Council

Browns Bridge, Musselroe Bay and Ansons Bay Roads Infrastructure Project

Dorset and Break O'Day Councils

CBD re-beautification (King Street Beautification)

Powell, Michael (Dr)

Infrastructure

Crawford, Katherine

Lilydale - Golconda Main Road Infrastructure Project - Lietinna to Blumont

Dorset Council and Launceston City Council

Lilydale Golconda Main Road – NETAS Road Projects

Dorset Council and Launceston City Council

Ling Siding/Ten Mile Track/Tonganah Industrial Precinct

Dorset Council

Mathinna Plains Road Upgrade

Dorset and Break O'Day Councils

Road Access Improvements

Freeland, Danny

Rotary Club of Scottsdale

Road Infrastructure

Beattie, Malcolm



Scottsdale to Ling Siding Water Scheme extension
Dorset Council

Sideling Road realignment (Gateway enhancement)
Powell, Michael (Dr)

Spent Uranium Waste Processing
Van Den Bosch, Nic

Waterhouse Road Infrastructure Project
Dorset and Break O'Day Councils

Production - Agriculture

Agricultural Incentives
Freeland, Danny

Agricultural Strategy
Beswick, John (Councillor)

Agri-food concept.
Hughes, Jan

Dairy Industry - Re-established enterprise. High efficiency. Potential for value
Van Den Bosch, Nic

Food Aid Packs (produced from DSTO)
Dean, Patrick

Future Agricultural Climate Study
Rural Smart

Game Meat
Kelly, John

Grower Cooperative distribution centre
Lethborg, Margaret

Industrial Hemp
Leigh, David
Ransom, Tom

Irrigation Scheme Bureaucracy
Rotary Club of Scottsdale

Milk Powder factory
Pfeiffer

Niche Oil Production
Rotary Club of Scottsdale

Organic Agriculture
Forty-One Degrees South (Produce) Pty Ltd - Adrian Pinner

Pet Food Manufacturing
Rotary Club of Scottsdale

Processing for Catering Market (e.g. Soups) from local vegetables
Van Den Bosch, Nic

Seed Export - Lucerne
Moore, Glen

Small Enterprise (Instant Garden)
Sheaves, Hillary

Production - Aquaculture

Fish Leather
Lethborg, Margaret

Production - Forestry

Diversified Forest Product Value Add
Lethborg, Margaret

Oriented Strand Board Mill (Tonganah site?)
Van Den Bosch, Nic

Prefabricated Houses - Fabrication and Flat Pack Facility
Van Den Bosch, Nic

Regional stimulus
Beattie, Malcolm

Repurposed Tonganah Sawmill (Radial Mill)
The Greens

Multi-function regional wood processing centre (ling/Tonganah)
The Greens

CIP - Construction Insulated Panels - or other engineered Wood Panels



Van Den Bosch, Nic

Settlement / Built Environment

Beautification / enhanced offerings

Crawford, Katherine

Immigration Facility

King Street Redevelopment Project

Dorset Council

Scottsdale Beautification

Lethborg, Margaret

Lindsay, Bruce

Small Town Beautification Projects

Dorset Council

Dorset Recreational, Health and Wellbeing Facilities Upgrades - Scottsdale

Dorset Council

Dorset Recreational, Health and Wellbeing Facilities Upgrades - Bridport

Dorset Council

Establish a high quality 'eatery'

Lindsay, Bruce

Pyrolysis / Bio-Char

Strie, Frank

Tourism and Recreation

better management of existing tourism assets

Nicklason, Lesley

Bridport Airport Upgrade

Rotary Club of Scottsdale

Bridport Development

Freeland, Danny

Bridport Pier

Millwood, Graeme

Dune Eco-Tourism Centre and Walking track Barnbogle to Bridport

McCall, Tony

Enhance Tourism

Johnstone, Ron

Far North East Walking and Mountain Bike Tracks and Tourism Facilities

Dorset and Break O'Day Councils

Local District Festival (e.g. rhododendrons or other)

Powell, Michael (Dr)

North East trail and tracks

Dorset Council

North Eastern Line Rail Trail - Tonganah to Herrick

Dorset Council

Re-establish RAILWAY

Camplin, Ron

Regional stimulus

Beattie, Malcolm

Sideling Eco-Lookout Facility

Powell, Michael (Dr)

Tourism Professional

Derby Community Development Association Inc.

Tourism Strategy

Beswick, John (Councillor)

Utilise Natural Resources

Beattie, Malcolm

Various tourism developments - bike and walking tracks

Ringarooma Community Cultural Heritage Assoc.

Walking Track - Briseis Race

Bishop, Gary

Walking Track - Mt Stronach

Crawford, Katherine

Walking Track - NE Highlands National Park

Nicklason, Lesley



Walking Track - Sideling

Gasking, Ian

Walking Tracks - Mt Victoria / Derby

Brown, Norm

Walking Trail from railtrack

Lethborg, Margaret

Feature Event

Lindsay, Bruce

Sideling Gateway enhancement - Laybys and walks

Powell, Michael (Dr)



Appendix 2 – Australian Bureau of Statistics Categories – Economic and Employment aspects.

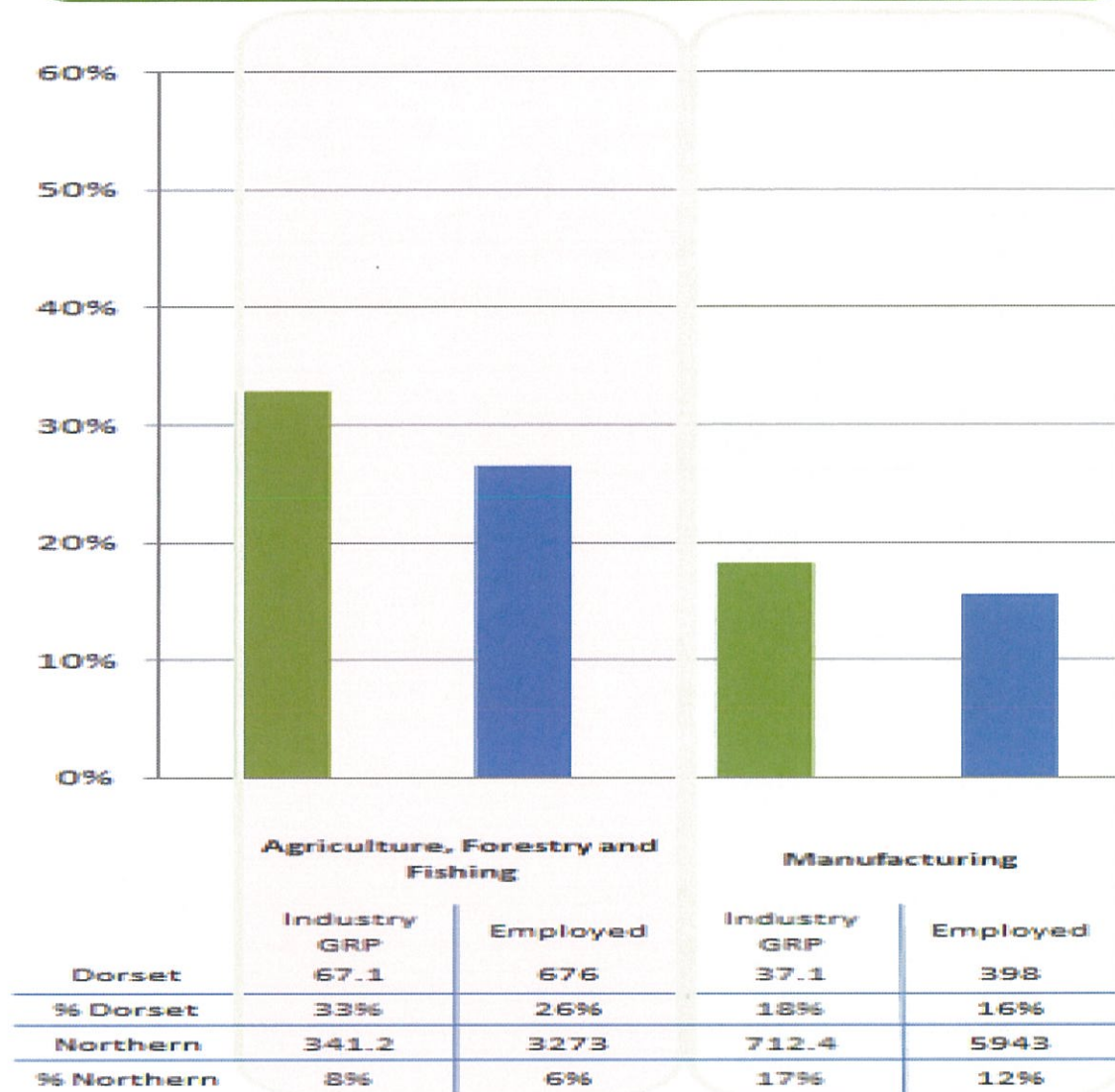
Recent socio-economic shocks in Dorset demonstrate how dynamic the local economy actually is; consequently it is important the development pathways (focus, steps, processes and decision points) are designed to recognise the dynamics of the demand, supply and finance markets, politics and regulatory contexts within which the initiative and development pathway is framed.

The pathway designed today, may be prejudiced tomorrow by change in a regulation, investment access etc. Nevertheless it is important to design pathways, it is equally important to be able to identify critical influences, reflect on them and as necessary adapt.

The model can be used to define the roles of the scope of institutional, industry and community actors in contributing to outcomes and from this specific project plans. The following graphs provide further detail from the overview graph demonstrating the current contributions of various sectors to the Dorset economy. The graphs drill down to provide further detail on individual sector components and demonstrate that the production base from which to develop Dorset's preferred future was both in primary production and in value adding.



Production



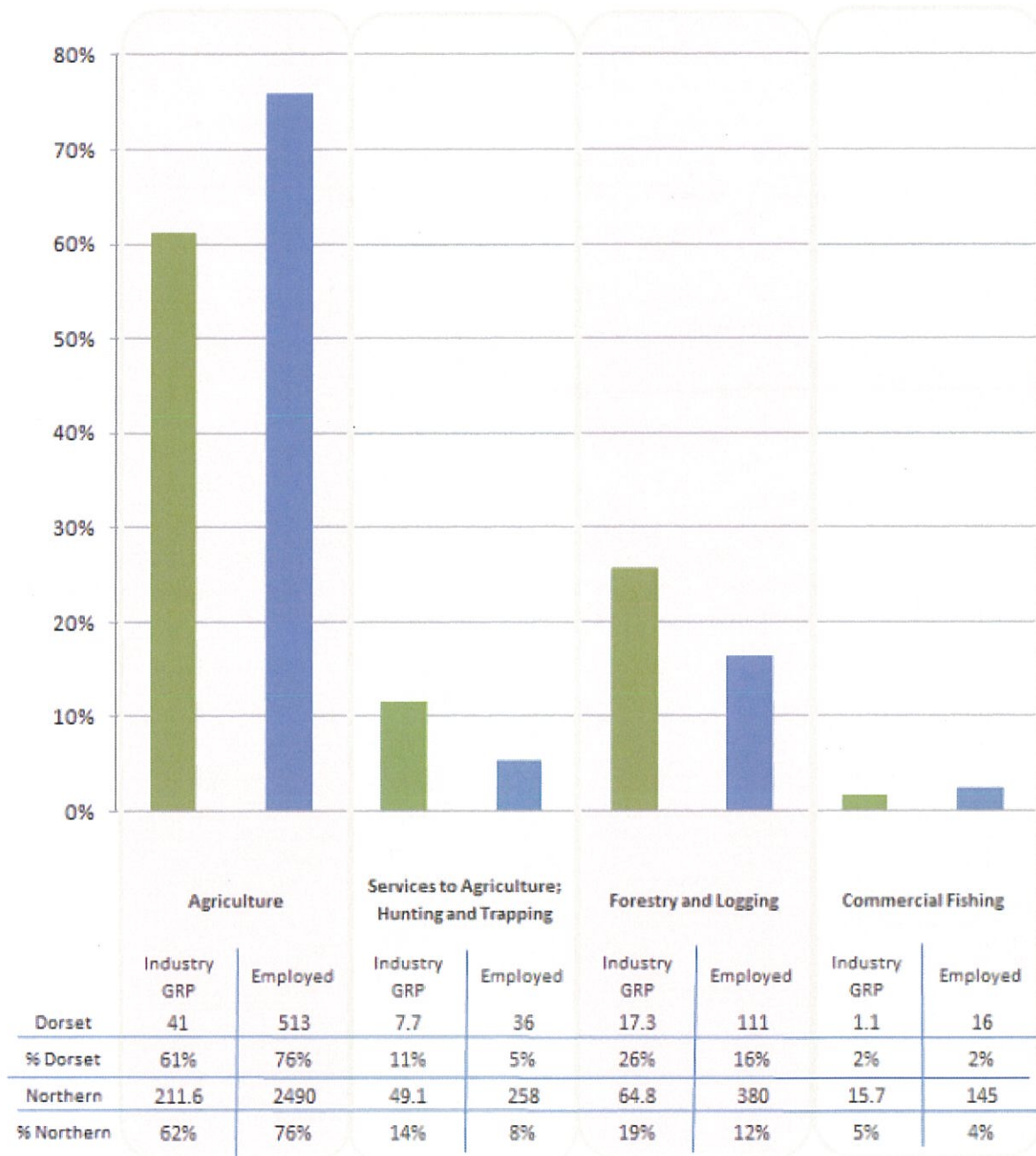
The production sector is principally comprised of primary industry and manufacturing. The significance of the production sector in generating Dorset's income is highlighted in this graph with its proportion of Dorset income, exceeding the proportion of employment.

When the primary production sector is disaggregated, the dominant role of Agriculture becomes evident.

The story is not simple, the following table indicates the overall dominance of agriculture, however it also highlights the differing multiplier effects between the sub-sectors.



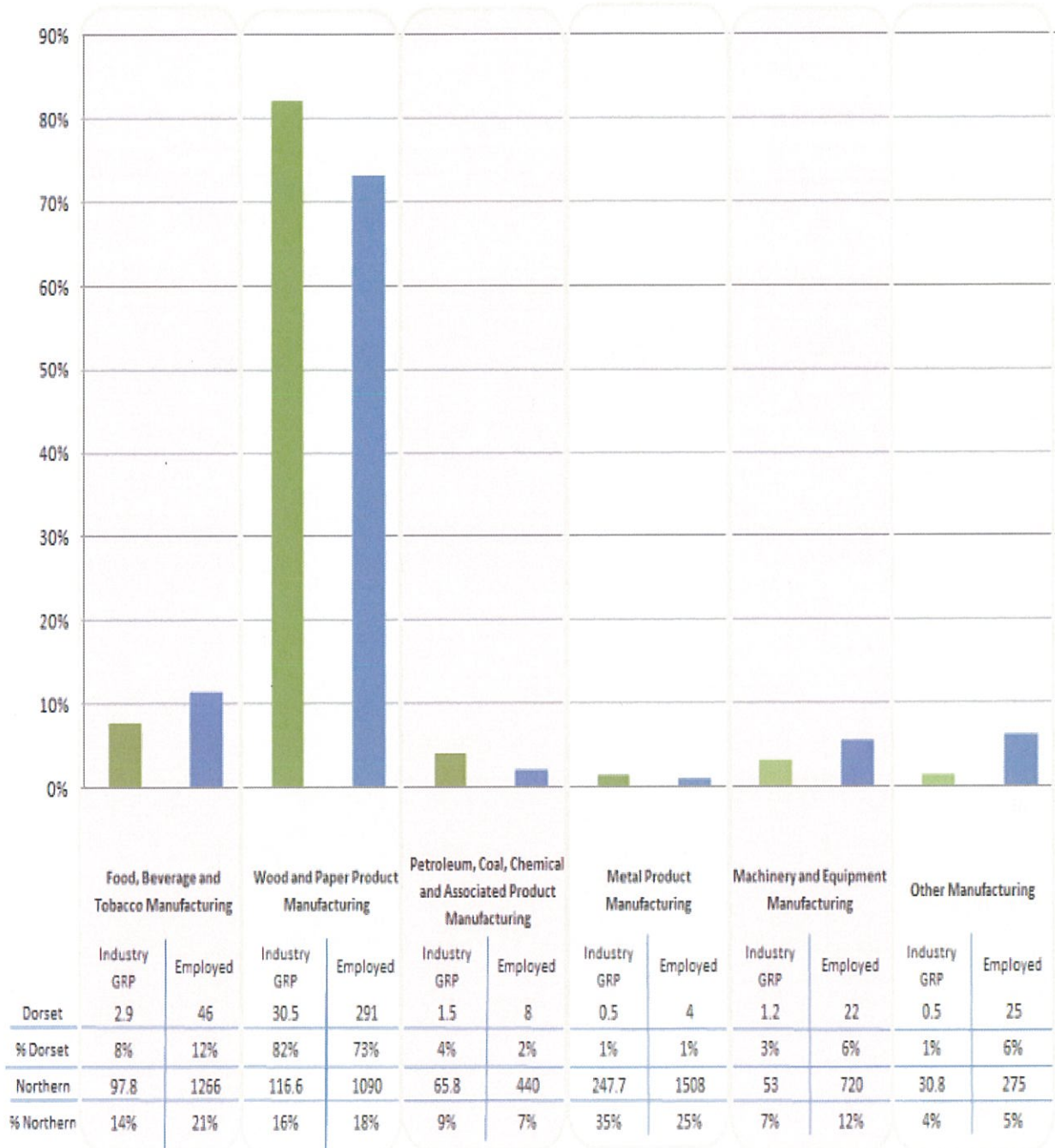
Agriculture, Forestry and Fishing



When manufacturing is considered, the dominance of wood processing becomes evident, making up more than 82% of manufacturing's contribution to gross regional product.



Manufacturing



Appendix 3 - Building on the Present to Achieve the Preferred Future – An interventionist approach

There are a range of tools available to directly generate and facilitate change, some are more specifically the domain of the private sector, others the public and community sector. An advantage for Dorset is that these sectors are all represented in or connected to the regional development governance framework.

Within the framework used for this report, the potential concepts and changes to the production and community characteristics of Dorset can be achieved by the following interventions, either singly or as is more usually the case in some combination to best suit the development context:



Market – Identifying or redefining markets and the market/product or service mix;

Investment, Pricing or Costs – direct investment and/or altering the pricing/cost mix by, for example, introducing new inputs, supply chain modification, reducing rates & charges. This is an area where private and public sector initiatives can work in tandem;

Skills, creativity and innovation – building on a supporting development of new skills, approaches and technology/process;

Access, inclusion and participation – soft infrastructure, systems and processes that generate openness and accessibility to education, networks in a manner that supports meaningful, constructive participation;

Governance and Regulatory System – developing a focus on outcomes and productivity and working to complement and actively facilitate initiatives consistent with the Dorset vision.

The key to determining the optimum mix of interventions is in designing a framework to consider opportunities within. Importantly the framework must be able to support consideration of:

- how identified opportunities will alter the current state;
- the contribution to the required outcomes and vision; and
- which mix of interventions will enhance achievement of the opportunities.

The Dorset Development Framework as presented links the current state, vision and intervention options into a framework supporting consideration and decision making.



Appendix 4 – Score Weighting

ECONOMIC PERSPECTIVE		
Overall 50%	7.5%	Increased demand or supply capability Impact (How well is concept likely to generate further demand or meet supply shortfalls?)
	20.0%	Immediate employment (short term) (shovel - readiness) (ability to generate immediate jobs - during implementation or operation) (NOT level of employment)
	10.0%	Employment levels Perceived level of employment over long term (implementation to operation)
	7.5%	Enhancement of Dorset positioning/offer (How well is concept likely to promote or leverage Dorset advantages)
	7.5%	Promotion of Investment/enterprise (How well is concept likely to foster or encourage further investment into Dorset)
	7.5%	Flow-on investment and enterprise (How well is concept likely to enhance or complement other enterprise)
	10.0%	Local spend (How well is concept likely to generate direct spending within region)
	7.5%	Self-sustaining, limited ongoing public cost (Likelihood of being self-sustaining with limited ongoing recurrent commitments)
	15.0%	Financing Dependent (Concept cannot commence without significant financial input)
	7.5%	Proponent / Champion (Concept cannot commence without a proponent)
Overall 100.0%		

SOCIAL CRITERIA		
Overall 30%	20.0%	Skills/training and relevance to ongoing demand How well the concept is likely to develop skills in growth areas
	15.0%	Contribute to maintaining and developing services (enables retention or expansion of community services)
	25.0%	Platform for enhanced community enterprise and participation (How well is concept likely to encourage broad community involvement)
	15.0%	Disadvantage gap closure (education, access, inclusion) How well is concept likely to address shortfalls in current facilities / services (create new pharmacy/surgery/school classes etc)
	10.0%	Demonstration, showcase, iconic Is the concept likely to establish a precedent example
	15.0%	Community Support (Is the concept likely to have majority community supported versus polarising?)
	100.0%	

ENVIRONMENTAL CRITERIA		
Overall 20%	20.0%	Enhancement/risk mitigation (how likely is the concept to generate positive environmental outcomes)
	40.0%	Access (how likely is the concept to improve accessibility to natural environment)
	40.0%	Amenity (how likely is the concept to enhance the use or value of natural assets)
	100.0%	

Appendix 5 – Details of specific concepts and proposals.

North East Business Innovation Precinct			
NEWG - Characteristics and timing			Immediately Visible
Concept Score (out of 100)			80.00
RANKING (out of all concepts)			1
ECONOMIC CRITERIA			
ASSESSMENT CRITERIA INDIVIDUAL PROJECT RANKING / RELATIVE PRIORITISATION			
0 = Highly negative, 5 = neutral (or No data), 10 highly positive			
50%	7.5%	Increased demand or supply capability impact (<i>How well is concept likely to generate further demand or meet supply shortfalls?</i>)	9
	20.0%	Immediate employment (short term)(shovel - readiness) (<i>ability to generate immediate jobs - during implementation or operation</i>)(<i>NOT level of employment</i>)	9
	10.0%	Employment levels <i>Perceived level of employment over long term (implementation to operation)</i>	8
	7.5%	Enhancement of Dorset positioning/offer (<i>How well is concept likely to promote or leverage Dorset advantages</i>)	10
	7.5%	Promotion of investment/enterprise (<i>How well is concept likely to foster or encourage further investment into Dorset</i>)	10
	7.5%	Flow-on investment and enterprise (<i>How well is concept likely to enhance or complement other enterprise</i>)	9
	10.0%	local spend (<i>How well is concept likely to generate direct spending within region</i>)	9
	7.5%	Self sustaining, limited ongoing public cost (<i>Likelihood of being self sustaining with limited ongoing recurrent commitments</i>)	10
	15.0%	Financing Dependent (<i>Concept cannot commence without significant financial input</i>)	3
	7.5%	Proponent / Champion (<i>Concept cannot commence without a proponent</i>)	10
100.0%			
SOCIAL CRITERIA			
30%	20.0%	Skills/training and relevance to ongoing demand <i>How well the concept is likely to develop skills in growth areas</i>	10
	15.0%	Contribute to maintaining and developing services (<i>enables retention or expansion of community services</i>)	9
	25.0%	Platform for enhanced community enterprise and participation (<i>How well is concept likely to encourage broad community involvement</i>)	9
	15.0%	Disadvantage gap closure (education, access, inclusion) <i>How well is concept likely to address shortfalls in current facilities / services (create new pharmacy/surgery/school classes etc)</i>	10
	10.0%	Demonstration, showcase , Iconic <i>Is the concept likely to establish a precedent example</i>	9
	15.0%	Community Support (<i>Is the concept likely to have majority community supported versus polarising?</i>)	10
100.0%			
ENVIRONMENTAL CRITERIA			
20%	20.0%	Enhancement/risk mitigation (<i>how likely is the concept to generate positive environmental outcomes</i>)	5
	40.0%	Access (<i>how likely is the concept to improve accessibility to natural environment</i>)	5
	40.0%	Amenity (<i>how likely is the concept to enhance the use or value of natural assets</i>)	5



North East Working Group - Concept Analysis Appendix 5

Details of specific concepts and proposals.

Concept	North East Business Innovation Precinct (focussed on a business innovation centre)	NEWG category	Immediately Visible
Description	Development of a Scottsdale based facility providing physical infrastructure and business support to foster enterprise development.		
<p>Development of a Business Innovation Centre (BIC) in Scottsdale - retrofitting an existing building and providing support for innovation through new and existing business. The business innovation centre building is the focus of the precinct area encompassing significant vacant land suitable for future expansion or use by successful enterprises 'graduating' from the centre. The precinct is sited neighbouring to the Defence Science and Technology Organisation (DSTO) currently undergoing significant upgrade and expansion. The Precinct / DSTO area is proposed as a collaborative co-location with the proposed Centre for Food Innovation (CFI) under investigation by a collaborative venture between UTAS, CSIRO and the DSTO (further details described following).</p> <p>The BIP will provide the physical location and support for new innovative businesses and enterprises seeking to expand. The centre would provide both customized physical infrastructure and business support including business plan development, marketing and distribution strategies and training. Importantly the centre would directly focus on local and regional opportunities to utilize the capabilities of the NBN.</p> <p>The Innovation Centre provides an ideal opportunity to foster new enterprises or to further develop and enhance local enterprises wishing to expand. Incorporation of a commercial kitchen will provide both educational opportunities but also enable small scale processing for catering market including potential product and market trials.</p> <p>Business support services, identified as a priority need in many submissions, would be offered as a significant component of the Innovation Centre role. In many circumstances these could be provided without the need for the confines of a physical centre, however the current generous offer of the existing ex-Simplot building provides a focus and enables enhanced service delivery through custom facilities utilizing resources such as the NBN. The 'soft support services' offered by the precinct (in particular access to the NBN linkage) would provide an ideal development testing opportunity for small IT enterprises such as accountancy firms or other 'support' institutions that do not necessarily require constant physical contact with customers or clients to operate successfully. The enhanced 'liveability' of the region could be promoted as a significant drawcard to professionals who may be tempted to establish or relocate to the region.</p>			
Economic and Employment benefits			
<p>The BIC vision is to encourage the formation and success of small to medium enterprises (SME). Such centres nurture the development of entrepreneurial companies when businesses are at their most vulnerable, helping them survive and grow during the start-up period. This project has as its main goal the rebuilding and renewal of the North East's sustainability through SME's thus mitigating the dependence on large industries in the area. This project complements opportunities through the polytechnic and the availability of NBN in Scottsdale. The initiative is important in increasing diversity in the Dorset business profile, in particular in value adding existing primary production, building on irrigation scheme investment and in developing business and visitor services. In conjunction with the NBN it provides the opportunity to enable professional service development. The initiative is important in attracting and retaining technical and professional people to support expansion and value adding of Dorset's primary production potential.</p>			
Social and Community benefits			
<p>Investment in skills and community capacity building is fundamental to making a more immediate and successful transition to a more balanced economy. The centre would enable expanded educational offerings to Scottsdale High school and opportunities for community enterprise to complement private enterprise. Enhancement of such skills across the community provides the basis for effective service provision and engagement making a strong contribution to community wellbeing and livability.</p>			
Fit with local / regional strategies			
<p>The concept strongly aligns with local and regional development strategies for the consolidation of Dorset and Scottsdale specifically as an 'economic enabler' (Lester&Farley, 2010) and the Northern Tasmanian strategy for geographically located key services and pursuit of new and innovative investment and product development opportunities (Budge,2011). The BIC underpins community based economic development identified by Dorset EDG as a viable and appropriate model for Dorset.</p>			

Fit with Funding Requirements

The concept provides a very strong fit with most Regional Development Fund priorities including 'Skilling Australia', "Lifting productivity", "maximizing the opportunity of broadband", "sustaining our environment" and "social inclusion".

A significant component of co-funding support is already offered by Simplot (donation of facilities and direct costs for building preparation ready for refurbishment) with further significant support indicated by a range of community organizations and council.

Funding opportunities under the Australian Government's Commercialization Australia initiative exist for various stages of development for participating enterprises. Funding may be available for Skills and Knowledge (to access specialist advice and services), Experienced Executives (engagement of CEO or senior executive), Proof of Concept (testing commercial viability) or Early Stage Commercialization (development through to market launch). While these funding grants are not applicable to establishment of the centre they are available and appropriate to assist in fostering enterprises and likely to form a component of the business support services offered.

Sustainable Business Development Assessment

Total Score
(/100)

80

Sensitivity: The concept is highly ranked across all economic and social criteria and considered neutral with respect to environmental criteria.

Rank

1

Risk:-

A significant risk in the success of the BIC is the early requirement for skilled technical expertise in the establishment, and ongoing management of the centre and its service offerings. However, it is understood that corporate governance procedures are in development to ensure that the high level of service support is in place prior to development.

Council is critically aware of the need to develop the "appropriate positioning" of the BIC to ensure that existing businesses, as well as start-ups, perceive it as a relevant source of support.

A number of indicative commitments of support have been obtained from local enterprises (Polytechnic and high school) and these need to be firmly secured.

Progress / Next Steps

The concept has been the subject of recent analysis confirming the feasibility (Dorset council, 2011). The NEWG is further developing the feasibility study to a business case to support a funding application for the first round of Regional Development Fund grants (require co-contributions).

Additional steps are to confirm co-funding offers, develop a 'management group' to progress infrastructure and to provide and develop the 'soft' support services and offerings.

Financial - Cost Estimates (\$'000)

\$4,133,110

Concept	North Eastern Rail Trail	NEWG category	Immediately Visible
Description	Development of a North Eastern Line Rail Trail from Tonganah to Legerwood (Stage 1)		
<p>The growth potential in recreational walking and mountain bike trails is seen as a major opportunity for the region. For many years the development of an extensive walking and bicycle trail utilizing the current rail line from Tonganah to Herrick has been promoted by community groups and the State Government Department of Sport and Recreation.</p> <p>This development is project ready and has strong community support. This specific part of the North East line has been disused for over 20 years.</p> <p>TasRail Ltd has given clear indication that this section of the line does not form part of their strategic requirements and is available for alternate use.</p>			
Economic and Employment benefits			
<p>Preliminary analysis estimates that this project would employ 20 people for a period of 24 months (part time). The project is characterized by a high labour content, providing more employment than most infrastructure projects of a similar size.</p> <p>Bicycle touring and trail riding is significantly expanding within Australia and has been demonstrated to provide strong local economic stimulus (Falks, Richie & Fluker,2006). Within Tasmania, trails are becoming increasingly popular and this concept caters for the increasingly mobile tourist population, encouraging longer stopovers and increased local spend. The concept is also directed at local resident populations and domestic visitors by providing a high quality destination encouraging participation and activity whilst enabling a diversification from traditional industry bases.</p> <p>This concept is rated highly through its ability to generate immediate employment in construction/implementation with local spend but with flow-on benefits in a range of categories including tourism, health and recreation.</p> <p>This concept provides an activity for current tourist and local resident populations but importantly will encourage additional tourists, increased length of stay and more regional residents to visit the region. Experiential tourism, such as this, fits with Tasmania's comparative advantage and provides a high 'value-add' component to initial investment (Lester&Farley,2010). The concept provides further opportunity to showcase the regions natural assets and advantages including further complementary development opportunities such as agri-food and eco-tourism enterprises.</p>			
Social and Community benefits			
<p>This concept would result in approximately 30kms of scenic, historical walking and cycling track. It will provide a positive immediate social and community impact especially in the areas of health, recreation and wellbeing. The concept has the potential to be utilised by all age groups and provides an outstanding showcase of the regions natural assets and attractions through a potential range of easy short 'introductory' sections through to more challenging distances.</p>			
Fit with local / regional strategies			
<p>This project fits well with the regional plans and strategies for Northern Tasmania (McCall&Eyles,2010. Budge,2011) by promoting a shift to incorporation of lifestyle and recreational infrastructure to "create environments supportive of active living"(Heart Foundation Tas,2008). The concept supports the role of Scottsdale as an economic enabler and provides additional activity options for development of Bridport and St Helens as amenity centres, whilst demonstrating and increasing access and use of the natural assets of the region (Lester&Farley,2010).</p> <p>The concept very strongly matches the recent Tasmanian Economic Development plan vision for "liveable places and communities with rich cultural experiences and access to physical activities.." and specifically the stated goal of support and growth of sustainable communities (DEDTA,2010). The concept directly contributes to the regions "liveability", recognized as a key component of Tasmania's Innovation Strategy. The concept provides a feature and importantly an attraction for use by an increasingly aging population.</p>			

Fit with funding opportunities.

The concept strongly fits Regional Development Australia Fund (RDF) eligibility criteria requirements. RDF priorities addressed include "social inclusion" and "sustaining our environment".

In addition to Australian Government, RDF grant funding potential, the concept is likely to be considered eligible for funding under Department of Resource, Energy and Tourism (DRET) grants for tourism development. Grants of up to \$100,000 are available as co-funded Tourism Quality Projects (*TQual*) though the current round of funding grants closes on 15 April 2011. Strategic Tourism Investment grants projects are eligible for up to \$1 million in grant funding specifically to benefit the tourism industry by providing targeted seed investment for nationally significant, innovative projects aimed at supporting:

- Indigenous tourism; and/or
- economic development; and/or
- tourism employment.

Strategic funding grants are anticipated to produce 20 or so high quality 'iconic' projects over the next four years. No specific opening or closing dates apply to Strategic projects and suggestions can be made at any time to DRET which are considered on their merits with a limited selection approved each year.

Sustainable Business Development Assessment	Total Score (/100)	73 (/100)	Sensitivity: This concept rates highly due to its immediate employment potential and local spending inputs during implementation but is well ranked across the range of triple bottom line criteria
	Rank	2 (immediately visible)	

Risks

In the short term further detailed planning in conjunction with appropriate expertise (Bicycle Tasmania) and community input is important to the success of this concept with a risk of failure if the community is not involved and actively engaged. To maximize the long term outcomes this concept requires strong, focused marketing, publicity and potentially a high profile event utilizing the created 'facility'.

Effective development of the long term sustainable benefits requires publicity and marketing and careful planning and design in implementation stages to ensure a practical and multi-use project (bike track/running, camping/ pet friendliness etc). Ongoing public funds will be required principally in maintenance and upgrades.

Progress / Next Steps

This project is 'shovel ready' and could commence immediately. Funding and technical expertise inputs are required to further refine the concept to a practical and implementable 'project' though this could be rapidly undertaken. A local and more regional tourist strategy should be developed ensure that the concept is appropriately integrated into a regional 'big' picture.

Implementation could be scaled to different employment levels proportional to available funds. Most funding opportunities require 'co-funding' commitments and commitments should be sought from local and state government.

The Department of Sport and Recreation has commissioned Inspiring Places Consultancy to undertake a sit plan and project analysis for stage 1 of the project being from Tonganah to Legerwood. This project includes such things as desktop analysis, stakeholder consultation and site visit. The outcomes of the project include a paper outlining recommendations for track upgrades and required soft and hard infrastructure.

Financial - Cost Estimates (\$'000)

\$850,000

Concept	North East trail and tracks	NEWG category	Short term immediately visible
Description	Expansion of the North East walking track and mountain bike circuits		
<p>The growth potential in recreational walking and mountain bike trails is seen as a major opportunity for the region. Expansion of existing trails and tracks will increase visitors to the area and therefore will have a positive impact on sustainable economic development through tourism and longer visitor stays in the area. A large range of expansion trails and tracks have been identified in current submissions and these include:</p> <ul style="list-style-type: none">• Derby Walking Circuit - including Briseis Water Hole, Derby River Walk, Cascade Dam, Mt Paris Dam, Mining Tunnel, Monument and other local features• Barnbogle to Bridport walking/cycle track• Expansion of NE Park walking/cycle track to the Eco Centre• Briseis Race walking/cycle track extension• Lookout from Billycock into the Ringarooma Valley• From Sidling road sections to a range of vantage points• This project would have significant long term outcomes for the community.			
Economic and Employment benefits			
<p>Infrastructure construction projects such as trails, are relatively labour intensive and suitable for lower skilled employees if appropriately supervised. Recreational infrastructure such as trails and parks have displaced other facilities (e.g. "run of the mill" golf courses as key attractors to visitors and a contributor to increasing length of stay, Lester & Farley 2010).</p> <p>The initiative offers complementary activities to "Barnbogle" and "Trail of the Tin Dragon" offerings. Importantly the tracks provide activity linkages.</p> <p>As a network, the trials provide the opportunity for experience based tourism enterprises operating across the NE. These opportunities have relatively low establishment costs and can provide diversity in employment opportunities. The concept has proven successful in other locations throughout Tasmania with walkers.</p>			
Social and Community benefits			
<p>Walking and bicycle trails offer significant recreational opportunities and associated health benefits. The network will provide a positive immediate social and community impact especially in terms of health and wellbeing.</p>			
Fit with local / regional strategies			
<p>This project fits well with the regional plans and strategies for Northern Tasmania (McCall&Eyles,2010. Budge,2011) by promoting a shift to incorporation of lifestyle and recreational infrastructure to "create environments supportive of active living"(Heart Foundation Tas,2008). The concept supports the role of Scottsdale as an economic enabler and provides additional activity options for development of Bridport and St Helens as amenity centres, whilst demonstrating and increasing access and use of the natural assets of the region (Lester&Farley,2010).</p> <p>The concept very strongly matches the recent Tasmanian Economic Development plan vision for "liveable places and communities with rich cultural experiences and access to physical activities.." and specifically the stated goal of support and growth of sustainable communities (DEDTA,2010). The concept directly contributes to the regions "liveability", recognized as a key component of Tasmania's Innovation Strategy. The concept provides a feature attraction for use by an increasingly aging population.</p>			

Fit with funding opportunities.

The concept is a moderate fit with Regional Development Fund eligibility criteria requirements. RDF priorities addressed include "social inclusion" and "sustaining our environment".

The concept is likely to be considered eligible for funding under Department of Resource, Energy and Tourism (DRET) grants for tourism development. Individual components could be eligible for grants of up to \$100,000 as co-funded Tourism Quality Projects (*TQual*) though the current round of funding grants closes on 15 April 2011. It may be possible to package or group the concepts to enable eligibility for Strategic Tourism Investment grants for up to \$1 million in grant funding specifically to benefit the tourism industry by providing targeted seed investment for nationally significant, innovative projects aimed at supporting:

- Indigenous tourism; and/or
- economic development; and/or
- tourism employment.

Strategic funding grants are anticipated to produce 20 or so high quality 'iconic' projects over the next four years. No specific opening or closing dates apply to Strategic projects and suggestions can be made at any time to DRET which are considered on their merits with a limited selection approved each year.

Sustainable Business Development Assessment	Total Score (/100)	73 (/100)	Sensitivity: This concept rates highly due to its immediate employment potential and local spending inputs during implementation but is well ranked across the range of triple bottom line criteria.
	Rank	3 (immediately visible)	

Risks

In the short term further detailed planning in conjunction with community input is important to the success of this concept.

Effective development of the long term benefits requires publicity and marketing and careful planning and design in implementation stages to ensure practical and multi-use tracks (bike track/running, camping/ pet friendliness etc).

Ongoing public funds will be required principally in maintenance and upgrades.

Progress / Next Steps

The concept is considered to be shovel ready with numerous components implementable in a short time frame enabling rapid short term employment opportunities. Small project funding grants for co-funded individual components may be accessible under DRET current (closing on 15th April 2011) or future grant rounds. The potential for DRET Strategic tourism grant funding should also be further investigated.

Financial - Cost Estimates (\$'000)

\$900,000

Concept	Natural Resource Management - NE Weed Eradication Project		NEWG category	Immediately Visible
Description	This project will provide a large single on-ground control and eradication effort, and an awareness campaign undertaken in the North East. Weed control has a direct impact on North East farmers financially and in lost agricultural production each year. Weeds are a significant threat to biodiversity.			
<p>The project will make significant inroads into the prevention of weed spread. Many noxious weeds are already well established in pockets of the municipal area and are spreading at an increasing rate. This project will provide an essential coordinated approach to weed management and control.</p> <p>The project will also focus on re-vegetation of degraded agricultural land, especially along waterways. The projects will provide short and medium term meaningful employment, significant re-skilling and development opportunities, and will deliver lasting outcomes to Dorset.</p>				
Economic and Employment benefits				
<p>Preliminary analysis estimates that this project has the potential to employ 9 employees for a period of 12 months (part time). The concept will provide immediate employment and importantly will provide vocational educational opportunities for participants.</p> <p>Weed reduction is critical to land productivity and in cost effectively maintaining organic status. The opportunity cost of weeds will increase significantly over time unless controlled now.</p> <p>This concept provides high immediate employment potential.</p>				
Social and Community benefits				
<p>The high value horticulture and agricultural sectors rely on all parties to eradicate weeds including on public lands. This project has the potential to significantly reduce declared noxious weeds from roadside reserves and public lands. This in turn will increase the overall production and productivity of the North East's key agricultural industry sector.</p> <p>Reduction of sector productivity from weed infestation reduces profit, direct and indirect employment and the flow on expenditure throughout the community.</p>				
Fit with local / regional strategies				
<p>The program will target weeds of national significance as identified in the NRM's Regional Weed management plan and is consistent with outcomes intended under a range of natural resource management programs.</p>				
Fit with funding opportunities.				
<p>Australian government grants for natural resource management have recently closed though future programs emanating from the recently released "Biodiversity Conservation Strategy" are still in development.</p> <p>State and local funding is required.</p>				
Sustainable Business Development Assessment	Total Score (/100)	70.5 (/100)	Sensitivity: This concept rates highly from economic considerations principally due to the immediate employment potential and local spending inputs during implementation, in conjunction with high environmental outcomes.	
	Rank	4 (immediately visible)		

Risks

The concept is highly rated principally through its ability to generate immediate local employment. Personnel involved could be provided with immediate training and skills but would require further opportunities either through alternative concepts (such as the track and trail concepts) or extensions of the natural resource management programs to provide longer term outcomes.

Progress / Next Steps

The concept is 'shovel ready' with local NRM groups available to provide immediate starts across a range of locations. The concept is scalable subject to funding.

**Financial - Cost
Estimates (\$'000)**

\$300,000

Concept	Scottsdale King Street Redevelopment Project	NEWG category	Immediately Visible
Description	King Street, Scottsdale Redevelopment Project will provide for visual branding, interpretation of Scottsdale's history, street infrastructure, kerb and guttering, pavement works and beautification works.		
<p>This is an important project initiative for the municipal hub and would mark the completion of the planned community upgrades in the central CBD district for Scottsdale.</p> <p>The project benefits will be seen through promoting vibrancy, streetscape aesthetics, accessibility and a safe and clean environment in the municipal hub of the North East. The project will also provide a short term economic and social stimulus for local business that have been particularly hard hit during recent business and industry downturn and closures.</p>			
Economic and Employment benefits			
<p>Preliminary analysis estimates that this project has the potential to employ 5 employees for a period of 9 months (part time). Engineering construction exhibits high income (1.64) and employment (1.46) multipliers; consequently the project provides a "quick fillip" to the local community beyond the investment. Enhancement of amenity may encourage new developments and give existing traders an opportunity to revitalize their businesses</p>			
Social and Community benefits			
<p>The project will add to those achievements already made by local community groups and Dorset Council by enhancing the streetscape for both residents and as an attractor to visitors. The project will enhance safety within the Scottsdale centre. It also has the potential to strengthen the cultural and tourism aspects for the community and work toward rebuilding and renewing the town's sustainability.</p>			
Fit with local / regional strategies			
<p>Maintenance of Scottsdale's role as an economic enabler (Lester & Farley 2010) requires an attractive and vibrant settlement. Dorset Council has a long term strategy of developing town centres to reflect contemporary urban design standards adapted to the local context.</p>			
Fit with funding opportunities.			
to be determined			
Sustainable Business Development Assessment	Total Score (/100)	68 (/100)	Sensitivity: The concept ranks highly through its intended economic and social outcomes of an enhanced and more vibrant and 'welcoming' business centre. High scores for the highly weighted "shovel readiness" and "local spend" criteria strongly influence the high rating of this concept.
	Rank	5 (immediately visible)	

Risks

The concept has been identified as urgently required in numerous public submissions. Also noted in the submissions is the need to ensure appropriate community involvement in the development to ensure that the concept addresses the needs of local businesses and enterprises and fully embraces the potential for local spending and contributions (e.g. trees and shrubs to be sourced from local nursery and suitable for significant feature/attractions of the business district).

The concept represents an immediate stimulus measure providing short term employment with aspirational longer term outcomes.

Progress / Next Steps

This project is considered by council to be "shovel ready". As a result of analysis of public submissions and discussions with stakeholders it is appropriate to ensure community input is adequately considered delivering a project for which the community are fully supportive and involved in optimizing the opportunities presented in redevelopment/beautification.

**Financial - Cost
Estimates (\$'000)**

\$350,000

Concept	Production Forestry – Integrated timber processing facility plus value adding ‘hub’	NEWG category	Mid Term focussed
Description			
<p>Concepts have been received proposing establishment of new forest processing facilities with a range of associated value added output enterprises. The ‘multi-function wood processing centre’ concept proposes a diversified mix of value adding enterprises integrated within a centralised geographic location (Ling Siding) enabling a sharing of heavy equipment and resources. Potential major new milling facilities possibilities proposed include</p>			
<ul style="list-style-type: none"> • an oriented strand board mill producing engineered timber products or • a veneer mill or • more traditional specialty timber sawmilling operation 			
<p>Value adding enterprises include engineered wood panels such as CIP – Construction Insulated Panels or other forms of structural panels. Further value adding and additional downstream processing proposed include potential flat pack’ house production to more traditional flat packed furniture or other timber products. Included within the processing hub concept is development of an enterprise to produce bio-char from a range of waste streams.</p>			
<p>Development of a central processing ‘hub’ enables a range of opportunities not otherwise accessible for individual stand-alone enterprises. By integrating a range of highly complementary ‘flow-on’ enterprises it may be possible to minimise overheads and costs throughout the collective operations (through sharing of accounting/book keeping, product handling and freighting services etc). The concepts proposed recognise and build from the long history of forest production and associated workers skills underpinning the region. The developments provide options for retention of those specific skills while potentially expanding employment.</p>			
<p>The individual enterprises proposed range from those requiring very significant capital investments and potentially new green-field development such as an oriented strand board (OSB) mill to lower but still significant capital outlay facilities such as a veneer mill or more traditional sawmilling. With decreasing technological scale comes an ability to better utilise or accommodate the use of existing available sites and ‘remnant equipment’ and further achieve more rapid start-up.</p>			
<p>All of the primary processing options presented require significant capital investment in equipment and construction and therefore require forest resource security with which to underpin the operations. Recent analysis indicates approximately 14,900 hectares of plantation forestry within the municipality and significant native forest resources. However, with incomplete progress on the Tasmanian Forest Principles agreements and a range of current product destinations, the specific future resource availability is currently uncertain.</p>			
<p>Oriented Strand Board (OSB) or Veneer Mill. It is understood that the feasibility of a veneer mill for the Ling Siding area is currently being investigated for Forestry Tasmania with the results anticipated in the near future. An OSB mill represents a similar but larger enterprise to a veneer mill in production of specialty outputs that require significant scale to be globally competitive and profitable. These two options would likely generate significant employment during establishment but with high automation required to ensure efficiency and competitiveness the facilities may face reduced employment levels once operational. Time frame for planning to final commissioning is likely to be several years. Significant issues for both Veneer and OSB mill outputs are ensuring operating costs are minimised and ensuring demand exists for cost effective products in the global marketplace.</p>			
<p>Traditional Sawmilling. Re-tooling of the existing Tonganah mill site or cooperative utilisation of a portion of the Ling Siding mill site has been proposed as a potential opportunity for the establishment of a more traditional specialty timber sawmilling operation, though the reality of achieving this has not been adequately assessed.</p>			
<p>Value adding enterprises. A range of potential options for value adding enterprises have been proposed for inclusion within a processing hub’. These include traditional furniture or cabinetry fabrication, structural panel and ‘construction insulated panels’ production facilities through to ultimately a “consumer selectable” flat pack house construction and despatching plant. In addition to the construction processors a waste stream enterprise generating energy and bio-char has been proposed for incorporation.</p>			
Economic and Employment benefits			
<p>Recent analysis indicates approximately 14,900 hectares of plantation forestry within the municipality and significant native forest resources. However, with incomplete progress on the Tasmanian Forest Principles agreements the</p>			

specific future resource availability is currently uncertain. The submissions recognised the long history of forest production and associated workers skills underpinning the region. The developments provide options for retention of the skills and potentially expansion of employment building on traditional skills and infrastructure established over a long history of forest activity in the region. The traditional milling concept propose a modest start building on sustainable forest management principles, inherent in the inputs to the larger scale and more complex OSB or veneer mills. A forest processing hub would enable significant flow-on investment with the aspiration that enterprises form co-operative and mutual alliances contributing to reduced costs and increased efficiencies.

Oriented Strand Board (OSB) or Veneer Mill. An OSB mill would require significant resource availability in addition to a range of additional components including water. A veneer mill requires fewer inputs though still requires access to significant resource and throughput to ensure competitiveness. It is understood that the feasibility of a veneer mill for the Ling Siding area is currently being investigated for Forestry Tasmania with the results anticipated in the near future. An OSB mill represents a similar enterprise to a veneer mill in production of specialty outputs though would require significant scale in order to be globally competitive and profitable. These two options would likely generate significant employment during establishment but with high automation required to ensure efficiency and competitiveness the facilities may face reduced employment levels once operational. Time frame for planning to final commissioning is likely to be several years.

Significant issues for both Veneer and OSB mill outputs are ensuring operating costs are minimised and that demand exists for cost effective products in the global marketplace, though it is anticipated the feasibility study in progress will address these issues.

Social and Community benefits

Immediate social benefits are a continued participation of a significant component of the local community within the forest industry.

Fit with local / regional strategies

Industries and businesses outlined in the aforementioned would already fit in with the region's history, land use planning and have widespread community support.

Fit with Funding Requirements

To be investigated, though information regarding costs and potentially also funding sources for the veneer mill concept is currently in progress.

Sustainable Business Development Assessment	Total Score (/100)	76	Sensitivity: The concept is highly ranked across all economic and social criteria and considered neutral with respect to environmental criteria. The large scale OSB production facility has low scores for its immediate readiness and absence of a proponent for the significant scale of investment required. Circumstances for currently planned forest resource utilisation may change in the future which could increase the attractiveness of these operations to investors and elevate the ranking of the concept.
	Rank	1 mid term 2 Overall	

Risk:-

A significant risk currently facing timber processing concepts is uncertain resource security and global demand. Existing use rights are currently in place for both the Tonganah and Ling Siding sites which would assist in re-utilisation of the sites, however, this requires recommencement within two years of the previous operations and in addition would be assessed by EPA for potential amendments to the rights of use.

Progress / Next Steps

The outcomes of the feasibility assessment of establishment of a veneer mill utilising the Tonganah mill site are anticipated in the near future and this study will provide useful information that may be of value in further assessment of a large scale OSB mill and the smaller more traditional sawmill operation proposed. He potential for further utilisation of the Ling Siding precinct area for establishment of additional enterprises providing value-adding product processing could be further investigate through council with recommended inputs from current operations in the area which may provide complementary services and outputs.

Financial - Cost Estimates (\$'000)

\$5,000,000

Concept	Research Centre for Food Innovation (UTAS-DSTO-CSIRO)	NEWG category	Immediate-mid-term
Description	<p>UTAS-DSTO-CSIRO (the project owners) plan to develop a research centre for excellence in food technologies centred in northern Tasmania to leverage the re-development of DSTO's current research facility in Scottsdale.</p> <p>The nascent Centre for Food Innovation (CFI) is intended to be a multi-disciplinary "virtual" research hub with research and processing infrastructure in Scottsdale, with pilot processing capacity and access to innovations in food technologies also to be made available to Tasmanian producers, growers and processors. Initial plans are that:</p> <ul style="list-style-type: none"> • By 2015 a fully operational national centre for research in food innovation for the development of nutritious, safe and functional food will be established, with a key (though not exclusive) focus on ADF needs with respect to nutrition, food quality and eating behaviour • By 2020 growth and expansion of the CFI will have made this centre into a world-class facility, and, • Utilising the production facility at Scottsdale, innovations resulting from the joint research activities in food product development will have demonstrable benefits for the ADF, and the licensed technology will be exploited by industry for application in other areas, such as disaster relief quality ageing and human performance more generally. <p>The desired outcomes for this project are:</p> <ul style="list-style-type: none"> • Capacity building in food, science and technology through coordinated delivery of training projects, degrees and higher degree programs (research and coursework) • Collaborative research between participants in the Centre, industry and other relevant entities (e.g. research agencies at State and Federal level, funding bodies, regulatory bodies locally and internationally) • Industry engagement through relationships with Enterprise Connect and educational projects <p>A critical opportunity currently exists to collaborate with the Dorset Council's proposed Business Innovation Precinct. The two projects are complementary and formal collaboration will significantly increase the desired outcomes of each project.</p> <p>The details of how the two projects can collaborate are currently under discussion and exploration. It is expected that formal agreements can be established that enable access to the IP and infrastructures between the projects – which in turn will increase the resources available for Tasmanian growers, producers and processors. Furthermore, and equally importantly for fostering a culture and environment of innovation, the two projects, if they can be physically co-located and structurally partnered, will create a vibrant and well-resourced research, development and commercial innovation hub in Tasmania.</p> <p>Economic, Employment, Social and Community Benefits</p> <p>The proposal to develop a Centre for Food Innovation within UTAS is timely as, in aligning with the expansion of the DSTO Scottsdale facilities, it opens up the option of a new approach to using these facilities for broader purposes in the Tasmanian "food bowl" landscape. Specifically, it is expected to create a multi-use pilot-scale facility for new product development and encourage SMEs including farmers to focus on business with DSTO. It is envisaged that access to the facility will also engender innovation in products and the creation of further new markets for the Tasmanian industry.</p> <p>Analysis of the project using the Dorset Council criteria has yet to be conducted. At this stage the project is expected to result in increased:</p> <ul style="list-style-type: none"> • Short -to -medium term employment in the trades sector (redevelopment of the site) • Medium- to- long term increased population diversity including "fly-in fly out" workforce of researchers, students and industry innovators • Career opportunities for local young people 		

- Medium- to- long term employment in service industries including housing and accommodation for "fly-in fly out" workforce
- Increased diversity of the Dorset economic base through increased processing, research and development capacity and the entry of new markets for primary produce (including DSTO)
- Increased productivity and innovation for the value-add processing industry

Fit with funding opportunities.

To be further investigated

Sustainable Business Development Assessment	Total Score (/100)	75 (/100)	Sensitivity:- Ranked highly across most economic and social criteria.
	Rank	2 mid term 3 overall	

Risks

- Gaining an adequate understanding of potential local community benefit alongside the partners' goals.
- Building robust relationships, communication channels and governance for the establishment phase across a significant diversity of interested bodies.

Progress / Next Steps

The project managers, RDS Partners, are currently liaising with the project owners, the local community and the broader Tasmanian grower and processing industry to develop the specifics of the concept and conduct a triple bottom line analysis of the project.

The redevelopment of the Scottsdale site is being managed by DSTO. It is expected to be a two-year process, commencing late in 2011. The development of the CFI is currently in planning with a business plan and collaborative governance structure to be established by late 2011.

Financial - Cost Estimates (\$'000)

Full costing under development. DSTO has announced \$18.7 investment in redevelopment of the Scottsdale site.

Concept	Immigration Integration and Support Project	NEWG category	Mid-Term focus
Description	The concept proposes the re-purposing of the former sawmilling infrastructure at Tonganah for use as subdivision site and an immigration community integration precinct rather than pursuing the option of redeveloping a southern Tasmanian Pontville site.		
The Tonganah site has a range of existing infrastructure that is likely to be suitable for immediate re-use including substantial infrastructure including ample space for recreation, relaxation, social inclusion, communal facilities and residential accommodation.			
Economic and Employment benefits			
Establishment of a integration centre including facilities within the region would provide an immediate and significant boost to the economy. Considerable human capital with skill sets appropriate to rapid conversion and construction on the site is immediately available in the local area. In addition to materials and human capital appropriate for infrastructure, the region contains abundant agricultural products which could be economically utilised at the centre.			
Social and Community benefits			
The project would provide immediate social impacts and a morale boost following the very recent mill closure. An array of flow-on benefits would be produced within the region through full utilisation of accommodation facilities for staffing, likely enhanced support services in medical and other support services plus direct local spend during construction and ongoing operations.			
Fit with local / regional strategies			
The establishment of community integration project within the region would very strongly align with the Australian Government desire to provide opportunities and services within Tasmania. Strong community support within the Dorset region should be strongly considered in Australian Government assessments and in Tasmanian Government promotion of the concept.			
Fit with funding opportunities.			
With Australian Government desire to rapidly establish an integration centre and investigation commenced for a site at Pontville there is a clear indication of preparedness and availability of funds to support the Dorset concept. The Immigration Integration and Support Project provides the opportunity for true integration into the community and also providing much needed support services.			
Sustainable Business Development Assessment	Total Score (/100)	73 (/100)	Sensitivity:- The concept is highly ranked in economic and social aspects with neutral environmental impacts.
	Rank	3 midterm 4 overall	
Risks			
The site could be rapidly utilised and converted for use. The concept requires very significant funding commitments.			
Progress / Next Steps			
The concept should be rapidly pursued with appropriate State and Australian Governments to determine the reality of a centre being established within the Dorset area in contrast to the publically announced progress on a Pontville site.			
Financial - Cost Estimates (\$'000)		\$ 20,000,000 estimate (based on public statements of Pontville costings).	

Concept	Bridport Tourism 'Precinct' Development (integrated development of Bridport tourism features)	NEWG category	Mid term Focussed
Description	<p>The concept represents a combination of a number of ideas and suggestions for expanded tourism and resident services, including a dune eco-centre with associate trail and walks plus a new recreational pier development. The integrated concept requires development to be planned within an overarching regional (and Bridport focussed) tourism strategy.</p> <p>The concept represents pre-feasibility planning incorporating and extending on variously developed existing strategies and feasibility studies.</p> <p>The proposal incorporates a range of specific local and regionally focused concepts including a dune eco-centre, extended tourist trail, pier and foreshore developments, a potential additional western access and local airport runway upgrades, recreational facility upgrades and components of a tourism strategy identified in submissions to the NEWG.</p> <p>The proposed dune Eco-tourism facility has been modelled on a combined tourism / education and research facility in North America which is a high profile tourist and education attraction in addition to a research facility, offering for example, coastal biodiversity impact studies and analysis. The Bridport concept is likely to be scalable depending on identified costs and contributing 'proponents'. The outcome intended provides a high profile, visible linkage between the Barnbougle Golf facility and the Bridport township aimed at enhancing the Barnbougle experience and extending its offerings to the golfing clientelle and accompanying partners and/or families.</p> <p>The Bridport pier development involves establishment of a new pier offering significantly enhanced recreational access and possible additional attractions to the township in addition to improved safety. The concept enhances the Barnbougle offerings to further extend the benefits to the local community. The concept will contribute to expanded offerings of the township to enable additional services for tourists and current and future residents.</p> <p>The concept of the precinct has been developed to encompass all of the components in a fully integrated and cohesive development plan incorporating appropriate utilization of the foreshore areas, current facilities and business centre.</p> <p>Triple bottom line analysis identifies the concept as a very highly rated opportunity for long term stimulus to the region providing diversification from traditional processing based industries with significant positive economic and social impacts.</p> <p>The concept represents only an overview for which significant further work is required to develop it to a more resolved precinct plan. This is recommended prior to progression of significant individual components.</p> <p>The concept represents a mid-term to long term regional focus.</p>		
Economic and Employment benefits			
<p>Bridport has been identified as a key "Amenity Centre" (Lester & Farley 2010), it has historically provided a sea side residential and holiday home location. Development of the "Barnbougle" links golf course has placed Bridport on the international golf tourism map. This development has generated significant employment, however there is potential to complement this key attractor with facilities that both round out the offer, provide partner opportunities and to also attract other visitor segments. The economic and employment benefits of this development is that it provides strong employment (1.81) and income (2.16) multipliers through the development phase and then provides ongoing visitor services and tourism employment (employment multiplier 1.54.& income multiplier 1.76).</p> <p>This development will contribute to increasing the diversity of the Dorset economic base, providing a counter to dependence on primary production and provide a more balanced mix of employment options for the community.</p>			
Social and Community benefits			
<p>Amenity centres such as Bridport have 3 distinct populations, the resident, part-time residents and visitors. The range of services that are supported by this effectively higher population base tend to be greater than would be the case if the population was solely resident based. This range and mix of services and the amenity derived from physical and recreational infrastructure tends to contribute to community health and wellbeing.</p> <p>Recent studies have identified the significant acceleration of expansion of regional coastal communities with respect to other urban and rural growth centres. The concept embraces this trend to benefit the Dorset municipality specifically but also the broader NE Tasmanian region.</p>			

Fit with local / regional strategies

The concept strongly aligns with an array of strategic local and regional development and settlement strategic plans.

The outcome of the concept will be clear planning to enable a cohesive expansion of the Bridport facilities, services and infrastructure consistent with its placing as a Northern Tasmania amenity centre supporting Scottsdale as an economic enabler.

Fit with funding opportunities.

A range of potential funding opportunities exist for individual components of the development, under tourist developments, health and lifestyle opportunities. However, the concept suggested requires holistic consideration to obtain optimal outcomes and avoid ad-hoc development.

Sustainable Business Development Assessment	Total Score (/100)	70 (/100)	Component scores (include the following) <ul style="list-style-type: none">Bridport Dune Eco-tourism facility and trail 68Bridport Pier 64Western Access road 60Facility upgrades 63
	Rank	4 midterm 8 overall	Sensitivity:- The integrated concept is highly rated across economic and social and environmental components despite it's mid to long term focus. It provides limited immediate employment and local spend opportunities but a number of long term benefits.

Risks

A significant risk for the concept will be ensuring a majority of community support is achieved in proposed developments.

Another significant risk is that the concepts will be developed individually in an ad-hoc fashion, without a holistic overview.

Progress / Next Steps

The development of an NE Tasmania / Dorset Tourism and Recreation Strategy, which investigates the feasibility of the Bridport Tourism Precinct Development. The feasibility study undertaken for the Bridport Pier concept should be broadened and updated to reflect current stakeholder perceptions, construction costs and planning and environmental requirements.

Financial - Cost Estimates (\$'000)

\$ 40,000 estimated for feasibility assessment

Concept	Agricultural Production Value Adding Project Strategic, Diversified Value Adding	NEWG category	Immediately Visible to Long Term
Description	One of the North East Tasmania's and Dorset municipalities significant assets is its fertile agricultural land. A variety of concepts have been provided presenting opportunities for a range of alternative crops and value adding processes.		
<p>A large number of public submissions were received proposing ideas and suggestions on which to further develop the region's economy through altered use of the current agricultural resources available.</p> <ul style="list-style-type: none">• Strategy establishment (including identifying and targeting incentives and support) – Establishing a co-ordinated single integrated strategy for further enhancement of agricultural developments.• Seed Export• Lucerne feed pelletising and export• Organic Cooperative (Vegetable washer and processing facility)• Industrial hemp fibre production as alternative to wood fibre and potential future vitamin supplement market• Milk Powder factory• Niche Oils• Industrial processing of vegetables for catering market• Pet Food Production• Game Meat production• Revitalised dairy enterprise(s)• Future climate agricultural suitability study• Aquaculture – Fish Leather Processing <p>Concepts involving alteration of current products to include alternative uses for the current land include lucerne feed growth, organic production, industrial hemp fibre production, niche oil products, game meat, pet food and expanded dairy production.</p> <p>Value adding processing concepts range in size from a washing facility for organic vegetables, fish leather production, fibre processing and oil extraction for industrial hemp up to large scale industrial kitchen facilities and a milk powder production factory.</p> <p>Climate changes projected over the century potentially provide beneficial outcomes for Tasmanian agricultural production. One of the concepts proposes detailed investigation of the regions micro-climates and comparison with global homoclimates to identify current optimal agricultural crops and potential future alternatives under projected changes.</p> <p>Many proponents identified a need for a coordinated and ongoing approach to assessment and support for enterprises trying to establish new endeavours in the region. Further most submissions expressed a need to ensure the developments are incorporated within an overarching strategy with a clearly articulated plan for promoting and developing the concepts involved. The strategy would assist in optimizing returns on investment in assessment and feasibility analysis and contribute to development of complementary enterprises and processes rather than ad-hoc or competing outcomes. Crucial will be brand development and marketing/awareness incorporating the regions products within the Tasmanian framework but also aimed at further developing a niche regional brand under which to present the regions broad range of quality products.</p>			
Economic and Employment benefits			
<p>Agricultural profiling recently undertaken for the Dorset Municipality (AK Consultants,2010) identified that some 31% of the municipality is potentially available agricultural land dominated by land capability class 5 (59%). The land is considered suitable for pastures and hay crops which comprise some 72% of the value of production from the district (valued at an estimate \$825/ha). However, nearly 10,000 Ha has been identified as higher productivity land suitable for higher value outputs including vegetables (highest gross returns of up to \$12,500/ha) and broad acre crops. Irrigation is currently utilised throughout the district, with a number of large scale schemes currently under construction or with planning in progress which will further extend the availability of water to the region. The potential for expansion of the higher value products is, however, identified to be constrained by market demand rather than land or water resources.</p> <p>Alteration of current regimes and rotations while providing limited alterations to current employment levels may generate significantly higher value products enhancing the local economy and generating flow-on spending effects.</p>			

Processing facilities to produce value added products, of which a number of concepts have been proposed, provide further impetus for the local economy but also generate local employment in new industries or enterprises. Where proponents can be secured willing to commit the significant capital to develop processing facilities then flow on benefits can be generated for growers and others in value-add chain.

Social and Community benefits

Further assessment required

Fit with local / regional strategies

The concepts proposed all fit with the intent to expand and diversify production from traditional sources but building on the natural advantages of soil, climate and skills. As described by Nichol (2003) in assessing the innovative capacity of the NE,

"The region should be following the lead of the wine industry sector from 30 or more years ago and set out to identify products and crops that match our climate, soils and environment. We should be looking globally for opportunities to provide niche markets with out of season produce, as is happening with the cherry industry. We need to identify opportunities to grow the region's fresh and value added export produce markets and equally identify opportunities to provide import replacement. However given our cost of production constraints, these sectors are generally going to be in high value niche markets, again providing opportunities to move the economy away from a heavy reliance on commodity based primary production. The region has significant potential to markedly increase its agricultural outputs, particularly in the areas of emerging high value niche markets. There are numerous non-traditional opportunities for innovative product development within the agricultural sector; however it will take a considerable amount of research, education and training to ensure the right products are developed."

Capitalising on agricultural production and the opportunities provided by the fertile soil and climate are the fundamental underpinning principles of the Tasmanian government's governments concept of progressing Tasmania as the 'food bowl of the nation'.

Fit with funding opportunities.

Funding opportunities under the Australian Government's Commercialization Australia initiative exist for various stages of development for participating enterprises. Funding may be available for Skills and Knowledge (to access specialist advice and services), Experienced Executives (engagement of CEO or senior executive). Appropriate funding for a number of the enterprises may be through grants for testing of Proof of Concept (testing commercial viability) or Early Stage Commercialization (development through to market launch).

Government assistance may be available under a range of programs for all these purposes where they meet eligibility requirements.

For example where an enterprise produces goods suitable for export, Government programs could provide:

- up to \$200,000 in grants representing up to 50% of export market development costs.
- up to \$250,000 in non-repayable Proof of Concept grants, with the possibility of a further \$2 million in repayable grants to bring product to market.
- up to \$15,000 in non-repayable grants, subject to the business meeting additional eligibility requirements
- up to \$30,760 per year for each member of staff who is part of the Reserve Defence Forces.

Sustainable Business Development Assessment	Total Score (/100)	70 (/100)	Component scores (include the following) Despite its mid-term focus with limited immediate employment the integrated agricultural development concept (including development of an agricultural strategy) is very highly rated across triple bottom line criteria. Individual components:- The concept for land capability analysis and global climate comparison is ranked within the top 20 concepts, given the potential identification of future suitable niche products. Industrial hemp, an organic vegetable co-operative and lucerne fodder pellet export enterprises are all ranked within the top thirty concepts and are moderately ranked mid-term concepts Sensitivity:- The larger capital cost concepts require identification of investment ready proponents and confirmed demand (feasibility assessment) to elevate their ranking.
	Rank	9 overall	

Risks

A significant risk in many concepts proposed is the need to generate new market demand. Some of the bolder, bigger concepts, while potentially generating higher employment and potential returns face greater risk and uncertainty, for example a vegetable processing facility.

Low cost start-up operations with limited and manageable initial input costs are more likely to progress and succeed to expand in the region than very high capital outlay concepts with low margin volume products. While all enterprises are effectively exposed to global market fluctuations the larger enterprises, requiring large corporate proponents and significant 'ready' domestic and global demand may require additional incentives to return to the region (e.g. milk processing, vegetable processor) or to choose the region in preference to other international sites.

Hemp production while trialled successfully in Tasmania, would require amendments to current licensing requirements to enable production for higher value food product use.

Progress / Next Steps

Few agricultural concepts presented are considered shovel ready but represent medium to long term developments. With appropriate assistance, however, and security of funding a number of concepts could progress rapidly. Ultimately, it will be farmers and the market that will determine which crops are grown. Education on potential and identification and testing of feasibility of alternatives will however, influence farmers in their crop choices.

A high priority is recruitment (or ongoing services) of a high calibre executive able to assist in development of businesses and enterprises through identification of funding assistance, feasibility plan, business case preparation through to proof of concept trials and ultimately commercialisation.

Development of an overarching agricultural strategy to build on recent work in analysis of the regional profiles and socio-economic benefit analyses undertaken for example on local irrigation scheme proposals should be developed to ensure a consistent and integrated approach is progressed wherever possible.

Industrial hemp has been proven as a concept for successful fibre and potentially higher value seed oil production within Tasmania though economic viability of a NE Tas hemp based industry is unknown. Feasibility assessment could be undertaken further investigating the economic and social viability of establishing an industry with value added processing, ideally culminating in a developed business case identifying the levels of support required.

**Financial - Cost
Estimates (\$'000)**

\$ 35,000 estimated for feasibility assessment

Concept	Eco – Centre Establishment (Bridport Dune Centre / Sidling “Gateway” Centre)	NEWG category	Mid to long term project
Description	Concepts for Eco-Centres have been suggested for both the Bridport dune area, between Barnbougles Golf Course and the Bridport township and also for the Sidling lookout area, as an enhanced ‘Gateway to Dorset’		
Both concepts are aimed at enhancing visitor experiences, though the Bridport concept incorporates an educational facility for study of issues such as biodiversity and potential climate change impacts providing potential additional attractions to the location.			
The Sidling eco-centre concept essentially represents a visitor centre with linked trails to various panoramic areas of the Sidling. The proposal is for a sustainable facility incorporating renewable energy systems, water harvesting and recycling as a demonstration showcase.			
The Bridport dune eco-centre concept, based on a similar centre in North America (The Irving Eco centre in New Brunswick, Canada), incorporates a tourist visitor destination with a research and education facility. Included with the proposed facility is a track and trail linkage from the Barnbougles golf course area to the Bridport town centre to encourage families accompanying golfers to the course to access the dunes and further to the township. Additionally, the concept provides access and demonstration of the dunes scientifically for their own interest together with climate change sea-level rise and abatement research education.			
Economic and employment benefits			
The role of visitor information centres is to capture customers for the destination, to maximise business opportunities for tourism enterprises and other businesses and to assist customers with information which will enhance the enjoyment of their visit. Well designed and operated visitor centres have been shown to encourage additional stays within a region and additional visitations to regional attractions. However, given that visitor centres essentially provide free information, such centres are rarely run for profit. Further, given they often provide an initial impression of the region the service must be of a high standard to avoid detracting from the experience and creating a negative impact.			
Both the Sidling and Bridport centres could generate considerable investment in labour and infrastructure construction (eg wood resources), bring expertise and skills to the region as well as add value to a prime recreation tourism site in creating an eco-tourism promotion.			
Dune research centre: The incorporation of an educational and research facility can lead to a profitable showcase, as for the North American example, where significant partnerships have been established between the centre and Canada’s foremost universities encouraging significant local investment and flow-on spending.			
Of significant value in the Bridport concept is the linkage provided between Barnbougles and the Bridport town centre. It is likely that the linkage may also be achievable through a small scale centre and trail/track, though as indicated, the experience must be a high standard to complement and enhance the current Barnbougles reputation.			
Social and Community benefits			
To be further investigated			
Fit with local / regional strategies			
Bridport dune centre provides a very strong fit with development of Bridport as an amenity centre by provision of additional recreational features and attractions in the vicinity of the township.			

Fit with funding opportunities.

Funding of either the 'Sideling gateway' or Bridport dune 'visitor centre' concept is likely to require contributions from both local and State government with limited opportunity for grant funding. Department of Resources Energy and Tourism (DRET) grants may be available for tourism development funding though advice provided is that these "need to be significantly more than a normal visitor centre".

Development of a research component for the Bridport dune concept is likely to require significant funding through the Australian Research Council (ARC), a statutory authority within the Australian Government's Innovation, Industry, Science and Research (IISR) portfolio. While the centre's concept is consistent with the ARC mission "to deliver policy and programs that advance Australian research and innovation globally and benefit the community" funding is highly competitive. A number of Australian government funding grants provide assistance in research into climate change impacts and adaptation requirements which may be appropriate for a research facility.

The concept requires significant further development from its highly conceptual stage before appropriate funding sources can reasonably be determined.

Sustainable Business Development Assessment	Component scores	
	Bridport dune eco-tourism facility and trail	68
	Gateway facility and trails	61
	Sensitivity:-	

Risks.

Significant risks are involved in the concepts. While an attractive concept given the site represents a spectacular panoramic entrance to the municipality, the Sidling site as a 'gateway visitor centre' has previously been the subject of feasibility assessment by council before support was directed to the forest eco-centre sited on the outskirts of Scottsdale.

A dune eco-centre at Bridport requires use of private land, with access for construction and ongoing operation for which support has yet to be investigated. The concept would require close collaboration and assistance of the Barnbougle area operators. A full research facility concept requires a significant investment partner and strong partnerships with existing research organisations (such as a cooperative research centre – CRC) which may be difficult to establish when the Tasmanian focus is likely to be optimising new custom research facilities on Hobart's waterfront.

Progress / Next Steps. To be further investigated

Financial - Cost Estimates (\$'000)	\$ 3,000,000 estimate
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Concept	Infrastructure – Roading Projects (improved high productivity / commuter use)	NEWG category	Long Term
Description	The concept represents upgrade of various road projects as outlined in the NETAS Report on the Lilydale/Golconda Main Road.		
The upgrade of various road projects as outlined in the NETAS Report on the Lilydale/Golconda Main Road is identified as the highest priority for the economic and social future of North Eastern Tasmania. This has been well documented in many reports over three decades, which have all recommended the upgrade of this important strategic regional road transport link.			
Projects include:			
<ul style="list-style-type: none">- Lietinna to Blumont ‘Scottsdale B’ (see separate Project Initiative)- ‘Golconda A’ 1.3km section of new two lane road, shortening travel distance time and improving alignment problems at Gillespies Road junction - \$2.5M- ‘Wyena B’ 2.3km section of new two lane road to overcome poor existing alignment and safety issues at Burns Road junction plus overtaking lanes - \$5M- Lilydale to Lebrina – general road alignment and safety issues project improvements - \$4M- ‘Rocherlea A’ Deviation 3.5km section of new two lane road to bypass residential areas, schools and light industrial areas and improve connection to East Tamar Highway - \$7.5M			
Economic and Employment benefits			
Lilydale Route upgrades – improved utility for south or western bound high productivity vehicles.			
The benefits to agriculture, forestry, tourism, small to medium size businesses and the community have been well documented over many years. This alternative new road alignment avoids the current poor section of road between Lietinna and Blumont, providing a safer and improved transport alternative with improved transport economic outcomes.			
Freight destined to Georgetown port destinations are currently well served by northern routes with expansion and upgrades currently planned. However, freight destined to southern or western destinations (including the airport) that use the route incur an estimated \$5 to \$6 per tonne additional cost (representing potentially an additional 30% freight cost) by virtue of the longer distance required via the northern route. Reducing this additional burden on cartage of the regions products would provide significant additional competitiveness and encourage further industry / enterprise expansion. The project would provide economic benefits in reduced maintenance costs on alternative routes currently used by heavy vehicle traffic (including the Sidling route).			
Social and Community benefits			
Lilydale Route upgrades – improved utility for south or western bound high productivity vehicles.			
The social benefit from improved freight route on the Lilydale route include the potential for significant reductions of freight movements on the Sidling route which will benefit tourist and light traffic, and contribute to reduced maintenance costs for the Sidling route.			
With the growth potential of the existing industries of agriculture, the forest industry resources availability, environmental and tourism potential, renewable energy sources (including the Musselroe Bay Wind Farm), tourism growth (e.g. Barnbougle Golf Courses, wineries, Bridestowe Lavender Farm, Trail of the Tin Dragon) and many others, the upgrade of this road is seen as vital to economic and social growth for Tasmania.			

Fit with local / regional strategies

The road design and proposals for Lilydale freight route, incorporating the bypass around Launceston have been assessed in significant detail in many historic studies and confirm the economic value of undertaking the upgrades.

Fit with funding opportunities.

Sustainable Business Development Assessment	Total Score (/100)	65 (/100)	Component scores (include the following) Sensitivity:-
	Rank	4	

Risks

The risk is that the Dorset region continues have sub standard road infrastructure which has a detrimental affect to the economic and social development of the region.

Progress / Next Steps

Further discussions on implementation with DIER to determine appropriate progression.

Financial - Cost Estimates (\$'000)	\$ 15,000,000
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