

**BUTT Katherine**

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**From:** Department of Infrastructure and Regional Development  
<GMSSystem@infrastructure.gov.au>  
**Sent:** Friday, 28 November 2014 4:45 PM  
**To:** s22  
**Cc:** NSRF  
**Subject:** NSRF Application for Dorset Council (NSRF000410) [SEC=UNCLASSIFIED]



**Australian Government**

**Department of Infrastructure and Regional Development**

## NSRF Application for Dorset Council

Dear s22

This email was generated within the GMS website. The email provides a copy of the NSRF application correct at the time that the email was generated (04:45 PM on Friday 28 Nov 2014).

This application was submitted for NSRF funding at 04:44 PM on Friday 28 Nov 2014 04:44 PM by Tim Watson.

Kind regards,  
Department of Infrastructure and Regional Development.

This is a system generated email. Do not respond to this email.  
For enquiries please contact the Department's Infoline on 1800 005 494 or email [nsrf@infrastructure.gov.au](mailto:nsrf@infrastructure.gov.au).

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## About the National Stronger Regions Fund (NSRF)

### What is the National Stronger Regions Fund ?

The National Stronger Regions Fund (NSRF) is a new programme to promote economic development in Australia's regions.

### Who is eligible to apply for NSRF funding?

Eligible organisations must be a legal entity with an Australian Business Number (ABN) or an Australian Company Number (ACN). They must also be one of the following, either in their own right or on behalf of a consortium:

- a Local Government Authority, or
- a not-for-profit organisation that is not owned by a state or territory government

### The Application Process

Applications can be submitted from Wednesday 1 October 2014 and must be received by 5.00pm local time on Friday 28 November 2014 for Round One. Round Two will be opening on 1 May 2015 and applications must be submitted by 5.00pm local time on 31 July 2015 (note local time refers to the applicant's local time). On submission of your application an email will be automatically sent to your organisation's Signatory (as nominated in the GMS Portal) acknowledging receipt of the application.

The application form should be considered in conjunction with NSRF Guidelines and other programme documentation, which are available from the Department's website [www.infrastructure.gov.au/NSRF](http://www.infrastructure.gov.au/NSRF).

Applicants are only permitted to submit one application per round under NSRF.

## **Completing the Application Form**

The NSRF application form is divided into tabs that sit in a row near the top of your screen. Each tab relates to a different aspect of the application. You must complete the 'Before you Begin' and 'Eligibility Checklist' tabs before you can access the remaining tabs.

It is recommended that you read through this document before you begin answering questions from the 'Applicant Information' tab onwards. You can only jump (or skip) tabs once all tabs have been opened.

To be eligible for NSRF funding, applicants are required to submit a completed application form and provide all required documents via the online form process, unless alternative arrangements have been agreed by the Department.

Applicants must complete all mandatory questions within the application to be considered for NSRF funding. All questions are mandatory unless otherwise stated.

Please note, funding will not be provided for activities commenced prior to announcement of the funding decision. Financial commitments entered into before announcement and before a grant agreement has been executed with the Department are done so at the risk of the Grant Recipient.

## **Uploading Documents**

It is a system requirement that documents uploaded as part of this application are less than 15MB each and have a file name of less than 45 characters, including spaces and the file extension (for example, '.docx' or '.pdf').

It is recommended that document sizes be kept to a minimum to reduce upload times. Applicants using a slow internet connection may experience a slow document upload speed.

Succinct documents are preferred, and documentation should be commensurate with the size of the project.

For advice on uploading documents (such as naming conventions and reducing the size of documents) please refer to the User Guide.

## **Disclosure of Information**

In the process of assessing your application, information in this form may be provided to relevant third parties (such as state/territory government agencies, organisations and individuals), including those you identify in your application.

Information relating to individuals will be protected under the *Privacy Act 1988*. Requests for access to such information, where not agreed to by proponents, will be dealt with under the provisions of the *Freedom of Information Act 1982*.

## **Submitting the Application**

Applications are to be submitted online through the GMS Portal. For more information on how to complete this process, please refer to the User Guide.

Applications can only be submitted once the applicant organisation's Signatory has completed the 'Legal Authorisation' tab, which includes the Legal Authorisation and Declaration of Conflict of Interest. Once the 'Legal Authorisation' tab has been completed all previous tabs will be locked. To submit the application, the Signatory must press the 'Submit' button on the 'Submit' tab.

If you are experiencing any difficulties or have questions regarding the submission of your application, please email the NSRF mailbox at [nsrf@infrastructure.gov.au](mailto:nsrf@infrastructure.gov.au).

## **Cancelling or Withdrawing the Application**

Un-submitted applications can be cancelled by applicants within the **GMS** Portal by selecting the 'Cancel Application' button. This will also leave an archived version of your application in your list of NSRF applications. The person that cancels the application will receive confirmation of the cancellation via email. Cancelled applications can be reactivated as long as no active NSRF applications exist for your organisation in the **GMS** Portal. For further information please see supporting documents on the Department's website.

To withdraw a submitted application your organisation's Signatory must provide a written request to the Department via email to [nsrf@infrastructure.gov.au](mailto:nsrf@infrastructure.gov.au). Please allow three working days for the Department to process withdrawals. New applications cannot be commenced or submitted until the withdrawal process has been completed by the Department. The Signatory will receive confirmation of the withdrawal via email.

## **Further Enquires**

If you have any **GMS** Portal technical enquiries, please contact the Helpdesk on 1800 005 494 or email [imshelp@infrastructure.gov.au](mailto:imshelp@infrastructure.gov.au). General NSRF programme enquiries should be sent to [nsrf@infrastructure.gov.au](mailto:nsrf@infrastructure.gov.au).

## **Acknowledgement**

**Acknowledgement on behalf of Dorset Council that the information above has been read and is understood has been submitted on 26 November 2014 01:06 PM by Tim Watson.**

## **National Stronger Regions Fund – ELIGIBILITY CHECKLIST**

These questions will help you determine whether your application will be eligible for funding under the NSRF.

### **According to our records your organisation is:**

A local government body

If the organisation type indicated above is incorrect, please email [nsrf@infrastructure.gov.au](mailto:nsrf@infrastructure.gov.au)

### **Before proceeding, confirm that you meet each of the following eligibility criteria by ticking the appropriate checkboxes.**

Your application must:

- (Confirmed) you are **seeking** a grant of at least \$20,000 and no more than \$10 million;
- (Confirmed) NSRF funding will be spent on a capital project which will involve the construction of new infrastructure, or the upgrade, extension or enhancement of existing infrastructure;
- (Confirmed) the NSRF grant will be matched in cash on at least a dollar for dollar basis;
- (Confirmed) the NSRF funded component of the project will be completed on or before 31 December 2019;
- (Confirmed) the project will deliver an economic benefit to the region beyond the period of construction;
- (Confirmed) you will submit a completed application, including all the mandatory documents;

## **Applicant Details**

### **Legal Name of the Applicant**

Dorset Council

### **Australian Business Number of Applicant**

68027137155

## Applicant Type

Local Government Authority

**If you are a not-for-profit organisation, please upload a certificate of incorporation with all mandatory and other documents at Question 45.**

## Physical Address of the Applicant

Street Address Line 1	3 Ellenor Street
Street Address Line 2	
Suburb/Town	SCOTTSDALE
State/Territory	Tasmania
Postcode	7260
Organisational Email Address	dorset@dorset.tas.gov.au
Website	

## Post Address of the Applicant

Street Address Line 1	PO Box 21
Street Address Line 2	
Suburb/Town	SCOTTSDALE
State/Territory	Tasmania
Postcode	7260

## Signatory for your organisation (the Chief Executive Officer, General Manager or equivalent)

Tim Watson

**Note:** if the pre-populated details above are not correctly recorded in the GMS Portal, ask your organisation's GMS Portal Administrator to update the Signatory on the Manage Users page.

## Contact Person within the Applicant organisation regarding the Project (for example, the Project Manager)

s22

**Note:** this person must be a User of the GMS Portal. The Signatory or Administrator may add a new User, by going to the Manage Users page. Additional details of Contact Person: (for example, relationship to the project, professional memberships, qualifications etc).

Community & Economic Development Manager at Dorset Council, Project Manager for the NE Rail Trail and reporting responsibilities to the Federal Government. QUALIFICATIONS: Masters in Management, Graduate Certificate in Sport Management, Bachelor of Arts Degree. MEMBERSHIPS: State Board member of the Local Government Managers Association of Tasmania. National Board member for Economic Development Australia

## Consortium Details

### Are you applying as:

- A sole applicant

## Project Information General Details

**Note:** The following definitions apply to the NSRF programme:

- Project - the entire scope of works to be undertaken. It is the largest part that can be defined in the application.
- Sub-Project - the component of the Project for which NSRF Round One funding is being sought in this application. If NSRF Round One funding is being sought for the entire scope of work to be undertaken (that is, the Project equals the Sub-Project), you are not required to complete questions relating to the Sub-Project.

If NSRF funding is being sought for a part of the scope of work to be undertaken (that is, the Project is larger than the Sub-Project), you are required to complete questions relating to both the Project and the Sub-Project.

- Output - the product that will be delivered by completion of the component funded under NSRF, including details such as the size, number of sites and purpose of fit-out.

Example 1:

- the Project is an upgrade of a regional airport for \$10 million;
- there is no Sub-Project;
- the Output for \$10 million consists of:
  - airport building;
  - runway and lighting;
  - car park;
  - new parallel taxiway;
  - terminal apron; and
  - emergency assembly area.

Example 2:

- the Project is an upgrade of a regional airport for \$10 million;
- the Sub-Project is development of a terminal for \$3 million (with \$500,000 sought under NSRF and \$2.5 million from partner funding);
- the Output for \$3 million consists of:
  - car park extension;
  - terminal building;
  - seating; and
  - toilets.

**It is important to understand and apply these definitions when completing this NSRF application form.**

## **Is funding being sought for a Sub-Project of a larger Project?**

No

## **Project Title and Brief Description of the Project**

The North-East Rail Trail is a 70 km re-development of the disused rail corridor from Launceston – Scottsdale, for non-motorised multi-use recreational purposes; bike riding and walking including construction of associated value adding infrastructure such as signage and bike rack installations.

## **Description of the Project Output**

The Output for the project consists of the following plans and strategies: (A) Planning, approvals and licences; Development application (Dorset Council, Launceston City Council) Licence Agreement; TasRail, Tasmanian Government (B) Project Plan; trail design and construction, removal of the non-operational single rail line and ballast, removal of old railway infrastructure such as signalling, trail surfacing, trailhead development (at townships and suitable access points), boardwalk and rail crossing refurbishments, seating and rest stops, removal of unauthorised encroachments; sheds, fencing, hay bales, animal carcasses. The elimination of fire hazards, clearing and drainage. Infrastructure additions and upgrades; toilets, rest and water stations, directional signage and interpretation, mobility impaired access. (C) Trail Management Plan with roles and responsibilities of the stakeholders set out and incorporating an ongoing Maintenance Plan/trail monitoring program involving human and physical resources such as repairs to erosion and weed control, with guidelines for land management issues, future directions and priorities. (D) Community Engagement Strategy (E) Risk Management Plan incorporating hazard identification, controls and measures with frequency schedules established.

## Please provide the following dates

**Note: The NSRF Project must be completed by 31 December 2019 and funding will not extend beyond the 2019-2020 Financial Year.**

Estimated or actual start date of the Project that NSRF funding will be used for.

30 Jun 2017

Estimated or actual finish date of the Project

30 Jun 2019

## Please provide estimates of the full-time equivalent employment generated as a result of the Project funded under NSRF

FTE During Construction	7.800
FTE Post Construction	67.000

## Please indicate the current stage of development in relation to the progress of your Project.

Preliminary plans with initial costings

## Project Licences or Approvals

### Does the Project require any licences or approvals before it can commence (for example, building or planning approvals, or an environmental impact study)?

Note: Construction must commence within 12 months of signing the Funding Agreement, and relevant licences and approvals must be received by Applicant within six months of signing the Funding Agreement.

If Yes, please add details of a licence or approval at question 45

- Yes

## Project/Sub-Project Location

### Where is the Project/Sub-Project you are applying for located?

Add location details below and if the Project/Sub-Projects are across multiple sites please add these locations as well after completing details of the Primary Project Location

Location Name	Longitude	Latitude	Type	Address	LGA Area	Electorate
Lilydale	147.2124	-41.2496	One location of many	Main Street Lilydale tas. 7268	Launceston City Council	Bass
Rocherlea	147.1362	-41.3716	One location of many	Lilydale Road Launceston tas. 7248	Launceston City Council	Bass

Scottsdale 147.5104 -41.1582 One location William St Scottsdale Dorset Council Bass  
of many tas. 7260

**For each location please attach a satellite image or map at question 45 that shows the geographic location(s) of the Project/Sub-Project.**

**Note:** the Department will not accept hyperlinks to websites.

## Impacts on Project

**Is the commencement of the Project/Sub-Project dependent on the completion of any other works?**

**If Yes, please provide details of the works and their potential impact on the delivery of the Project/Sub-Project at question 45**

- No

## Project/Sub-Project Funding

**What is the total cost of the Project excluding any in-kind contributions (GST exclusive)?**

\$2,942,000

**How much NSRF funding are you applying for (GST exclusive)?**

\$1,470,000

## Partner Funding

**Please provide Partner Funding details including in-kind (Partner Funding is defined as any contribution in addition to the NSRF amount including the applicant's contribution).**

Funding Partner Name	Funding Partner Type	Type of Contribution	Contribution to	Value of Contribution (GST Exclusive)	Status of Contribution
Dorset Council	Local government	In-Kind	Project	47G	Confirmed
Dorset Council	Local government	Cash	Project	47G	Confirmed
<b>Total for Cash Contribution only</b>			<b>s47G</b>		
<b>Total for in-kind Contribution only</b>			<b>47G</b>		
<b>Total Value of Contribution total</b>			<b>47G</b>		

**For each Funding Partner listed in Partner Funding Details please attach Evidence of Partner Funding (Separate evidence of partner funding is not required were the applicant is the sole partner).**

Add evidence of Partner Funding at question 45.

## **Project Experience**

**Have you previously undertaken projects of a similar size or scale to the Project/Sub-Project in this application?**

- Yes - please provide evidence of your experience at question 45.

Note: Only include recent projects that you believe effectively demonstrate your capacity to deliver the current Project. Maximum of five projects.

## **Project/Sub-Project Delivery**

**Do you have contingency arrangements in place to cover any cost overruns (including if partner funding is not able to be secured, or any of your funding partners fail to make their contribution)?**

- Yes

Please provide details or reasons for your answer. Maximum 1500 characters

The three major cost components of the project constitute 81% of the projected project cost, being the decommissioning of the existing rail infrastructure, the construction of the trail surface and decking and hand rails on bridges. All three cost components have an inbuilt cost overrun contingency of 15% which is the standard contingency Council uses for civil construction projects. As a final contingency, if necessary the project can be scaled back on the Launceston end of the trail so as to commence at either Lilydale or Pipers River Rd at Turners Marsh. In the unlikely event that this was necessary, neither of these options would have a detrimental impact on the economic benefits of the project as there would still be a critical mass of trail, and there are no townships on this section of trail. In addition, stage two of project involves obtaining State Government funding in the 2015/2016 State Budget to construct a sealed surface on the trail. Whilst this is not essential, some trails in Australia do have a sealed surface which can further enhance the rider experience and significantly reduces ongoing maintenance costs. In the event that the project had to be scaled back due to cost overruns or shortfalls in projected revenue from the sale of scrap materials, State Government funding for stage two could also be used to complete the balance of any unfinished trail.

**Have the cost estimates for the Project/Sub-Project been independently assessed?**

- No

**Have the ongoing costs for which you will be responsible once the Project/Sub-Project is completed (such as operational costs, maintenance, public liability and employment) been budgeted for in the first five years of the Project/Sub-Project 's operation?**

- Yes

If no, please provide reasons for not budgeting for ongoing costs. Maximum 300 characters.



**Has anyone involved in managing the Project/Sub-Project been bankrupt or convicted of fraudulent or criminal activities?**

- No

**In the past two years has the Applicant (or a consortium member, if applicable) been involved in any legal proceedings that will impact on the Project/Sub-Project?**

- No

## **Applicant Financials**

**Please provide a summary of your organisation's financial details in the following table. Note: financial records are required for the two most recent financial years, and the financial years must be consecutive.**

<b>Financial Year</b>	<b>2013/2014</b>	<b>2012/2013</b>
<b>Revenue</b>	\$11,484,000	\$12,813,000
<b>Expenses</b>	\$11,927,000	\$12,238,000
<b>Cash Receipts</b>	\$13,110,000	\$13,466,000
<b>Cash Expenditure</b>	\$14,729,000	\$15,066,000
<b>Total Assets</b>	\$180,709,000	\$180,709,000
<b>Current Assets</b>	\$15,312,000	\$17,315,000
<b>Total Liabilities</b>	\$3,465,000	\$2,996,000
<b>Current Liabilities</b>	\$2,089,000	\$1,517,000
<b>Cash or Equivalent on-hand</b>	\$344,000	\$1,963,000

## **Assessment Criteria**

Your application will be appraised against the following Assessment Criteria.

Applicants are advised to present a strong case against each of the **Assessment Criteria**, with all claims supported by evidence and to note the following:

- Responses to the Assessment Criteria must be completed in the application form.
- Responses to the Assessment Criteria must be concise and are limited to 5000 characters.
- Any response to the Assessment Criteria beyond 5000 characters will not be assessed.
- Supporting documentation at question 45 should provide evidence in support of the claims against the Assessment Criteria rather than expand on your response to the Assessment Criteria.

Please name and reference any documents using the file naming convention on page 11 of the Grants Management System (GMS) Portal User Guide. If you refer to a document in multiple criteria only one document should be uploaded.

### **Assessment Criterion 1: the extent to which the Project/Sub-Project contributes to economic growth in the region**

The Project is a major tourism and recreational product for local and visitors alike that will bring significant outcomes for Northern Tasmania in terms of employment, a sense of community and economic gains in business development, diversification and sustainability. The rail corridor in the NE has been non-operational for around 20 years and passes through pristine wilderness, quaint villages, and diverse picturesque farming land including award winning vineyards. Based upon the findings of the independent economic analysis by TRC, commissioned by Northern Tasmania Development (see NTD 2014) 23,000 visitors (local, interstate and international) are estimated 5 years post construction and this will grow to 35,000 trips after 15 years. Rail trail tourism will bring an estimated \$3.5 million per annum to the region five years post construction with flow on impact to the state as a whole by \$6.8 million per annum and will also

increase gross state product (GSP) by \$3.3 million per annum. This level of economic activity is estimated to support 40 FTEs 5 years post construction and at 15 years post construction 67 long term FTE positions to 83 FTEs (plus additional skills outcomes) are estimated and will be spread across various trades and service industries such as accommodation and food that are both directly and indirectly related to the impact of the project (NTD 2014 p19). The economic impact fifteen years post construction is estimated to be \$11.2 million per annum, and GSP by \$5.4 million per annum (NTD p.16). The economic contribution of this rail trail will continue to grow, with existing and new business development opportunities. Entrepreneurs have already indicated that they would open longer hours and employ more people and provide additional services, products and experiences (Letters of Support). Experience on other Rail Trails shows that increased visitation brings new and innovative tourism ventures in proximity to rail trails such as cafes, bicycle hire, accommodation, food, bicycle tours (Clare Valley Riesling Trail p. 15, 17, Letters of Support). The NE region is well connected to the rest of the state and mainland Australia through existing transport infrastructure and Launceston provides key regional infrastructure, facilities and services. The physical location of the project contributes to an existing touring route from Launceston to Scottsdale and the surrounding communities, allowing for increased expenditure and many businesses which are struggling due to the economic downturn in the region will benefit from an increase in tourist numbers. With its clean and green image, the Project will help position NE Tasmania in the nature-based all year round tourism experiential market including food, wine and historic heritage in the region (Strategic Planning Northern Tasmania). A study of three Victorian rail trails (Beeton 2009) showed that recreational cyclists are a high yield and high spending market and typically stay longer; the average spend per visitor is \$244 per day and with indirect expenditure on accommodation for example this figure is \$447 per person per day. The growing soft adventure/slow tourism market of the rail trails experience definitely boosts tourist numbers and increases visitor spend. In Tasmania alone there are 44,600 cyclists over 15 years of age which equates to 11.1% of the population, and 154,700 people who participate in walking (excluding bushwalking) which equates to 38.4% of the population. (Business Case p.11) The demand for new and interesting places for recreation which this Project will meet appeals to a broad range of markets including families with children as well as mobility impaired individuals. The trail can also leverage off the existing 90 Kms network of mountain bike trails in the NE making the region a truly competitive tourism and cycling destination plus attracting further investment in the region and resulting job creation. The economic benefit to society of getting an inactive person to walk or cycle is calculated between \$5,000 and \$7,000 per year. A well-built, well planned trail that is set in an attractive environment will actively encourage people to exercise more. A related emerging economic issue is the migration of people away from the North Eastern region due to the social and economic impacts associated with the industrial downturn. The success of the Project as measured by increased visitation and economic activity will contribute to the requisite liveability and community resilience to mitigate and ultimately reverse this migration trend. The assumption for the response to this issue is supported by research undertaken by the Tasmanian Government, that for every \$1 invested in sport and recreation infrastructure, the community receives \$4 in return through health, participation and other related benefits (Value of Sport and Recreation to Tasmania).

## **Assessment Criterion 2: the extent to which the Project/Sub-Project supports or addresses disadvantage in a region**

North East Tasmania is a regional economy facing significant and complex issues including the impact of an ageing population and socioeconomic disadvantage; low income, low educational attainment, high unemployment. Currently, Dorset LGA has the highest unemployment rate (9.2 %) in Tasmania, well above the state-wide rate of 7.1%. General literacy levels are also low with only 43% of the population aged 15 to 64 years who have educational attainment post year 10. The median weekly household income is \$733 compared to the rest of Tasmania at \$948. The population has declined from 7,214 (2006) to 6,826 (2013) and 50.3% of the population is over 45 years of age up from 46.4% in 2008. (ABS Regional Statistics, Tasmania, 2011). The population and wealth of the economy of the Dorset LGA is clearly in decline, and the research has demonstrated that there is a correlation between relative lower socio economic status and poorer health outcomes. 34% of the adult population living in Dorset are obese while only 16.4% of Dorset adults report that their health is poor or fair, compared with 19% for the state average (Heart Foundation, 2014). The provision of a trail infrastructure that is accessible and at no- cost to the user, will make the choices easier to engage in walking and cycling and will help reverse the high risk factors such as diabetes and heart disease thus providing significant cost-benefits to society and our health system. Another significant indicator is that 70.1% of those on welfare support (Newstart Allowance) have been receiving payments in excess of 365 days. Between 2008 and 2010, Tasmania's forestry industry experienced a 33.3% downturn in employment and the impact of this downturn was particularly significant for the Dorset local government area (Select Committee Submission 2013 p. 7). The region has been undergoing significant structural adjustments from a heavy reliance on resource commodity production; forestry, manufacturing and agricultural and transitioning to a more diversified economy with an emerging service-based economic platform. The impact of job loss severely affects the capacity of young families to stay in the region, work live and invest. This is reflected in lower school enrolments and the capacity of the region to maintain and service community infrastructure; clubs and health service provision. The project will help Dorset to transition its economy by stimulating new activity and will leverage new private sector investment and job creation. Similar trails, such as the Otago Central Rail Trail in New Zealand and the Murray to the Mountains Rail Trail in Victoria, attracted up to 45,000 people a year and had created hundreds of jobs (NTD 2014). There is strong evidence to suggest that the NE Rail Trail and cycle tourism will bring economic benefits with associated social benefits resulting in regional communities that are vibrant and reinvigorated. The project will create employment and training opportunities for disadvantaged job seekers in the region also reversing the impact of the migration of people especially the 20-44 year olds, away from the

NE. During the two year construction phase it is estimated that the Project will support 7.8 full-time equivalents (FTEs) positions and with the projected increased economic activity across the region 40 FTE's 5 years post construction, with 67 to 83 FTEs 15 years post construction. Most of these jobs would be created within the region (85%) and spread across existing and new businesses along the length of the trail such as cellar doors, accommodation, food services, specialty boutique and farmgate produce and secondary services such as transport, package operators, bike hire and guiding services for example. There is significant communal benefit to rail trails in regional areas; increased employment, the boost to morale, sense of pride in community, social interaction and significant health benefits. The overall well-being and liveability of the small townships and communities in the NE region will be both positive and profound. The NE Rail-Trail will be one of Australia's leading Rail Trail experiences within a context of beautiful scenery and showcasing the natural and cultural heritage values of NE Tasmanian farming activity and social history.

### **Assessment Criterion 3: the extent to which the Project/Sub-Project increases investment and builds partnerships in the region**

The positioning of Dorset as a cycling trails destination is a key outcome and The NE Rail Trail Project is the missing 70 km link to the existing trail network which will arguably become the most extensive, multi-purpose network (200 kms) in the world, catering for all ages, groups and levels of difficulty from the gentle gradient of the NE Rail Trail (0%- 3%) to the more technical and advanced levels of the North East Mountain Bike (MTB) network. Dorset Council is the lead agency for cycle tourism in the region and has been proactive in positioning the NE as an iconic cycle tourism destination and has worked closely with Northern Tasmania Development, an organisation owned by the 8 local councils in Northern Tasmania who will provide support in administration and coordination of the Project and the Steering Group, Tourism Northern Tasmania and Tourism Tasmania for assistance in the marketing and promotion of the NE Rail Trail (Letters of Support). A legal agreement will be entered into with the Tasmanian Government whereby the North-East Rail Corridor is made available to the Dorset Council (Letters of Intent)<sup>47E, 47G</sup>  
<sup>47E, 47G</sup>

The project has strong community and stakeholder support both within the NE community and the cycling community as a whole (Letters of Support). A Steering Group of key stakeholders; proven business people, Dorset Council, residents and community leaders from Launceston to Scottsdale has formed an incorporation to manage the project provide guidance to council on issues that relate to the Project and meet regularly to ensure that the project will be delivered on time and on budget. Fears and concerns of the local community have been recognised and addressed (Consultation Strategy). As a result of various multi session consultations, sustainable partnerships have already occurred with various stakeholders; government and non-government organisations at both local and state level, community organisations, business owners, adjoining land owners, user groups, and the host communities. Discussions with Parks and Recreation at Launceston City Council are in progress regarding the intentions of the Council to upgrade the facilities at Lilydale Falls which will run concurrently with the Project thereby contributing to the value of the amenity and the Rail Trail Experience. Natural Resource Management (NRM) is another organisation which has pledged support by providing advice on land management and conservations issues; programs for weed control and monitoring, buffer zone plantings, 'Green Army' to undertake maintenance services including the native revegetation requirements on the trail additionally providing job skills training outcomes (Letters of Support). The project is also supported by various proposed businesses that intend to make investment decisions on the basis of the project (Letters of Support). Existing community entrepreneurs are likely to capitalise on opportunities and provide additional services, products and experiences for the trail visitors such as transport, merchandise, accommodation or provisioning and guiding services. The townships are already engaged and feeling empowered in discussing the opportunities that this project will bring such as the linking of the Rail Trail experience with local community festivals and regional events such as Lilydale Market, The Bridport Cycle Challenge, Great Tasmanian Bike Ride and Blue Dragon MTB Challenge (Letters of Support). The interaction of visitors and the host communities can increase the sense of pride in the local community of their assets and already this is evident through community engagement and the excitement that has already been generated in the Project. Once the NE Rail Trail is constructed the management will evolve into a full commercial model as has been the case with other trails such as Otago Rail Trails in New Zealand (NTD, 2014) under the auspices of North East Trail Association Inc. (NERT Maintenance Funding Strategy).

### **Assessment Criterion 4: the extent to which the Project/Sub-Project and Applicant are viable and sustainable**

The viability of the project is validated via the "Preliminary Demand and Economic Benefit Assessment – North East Rail Trail" report (NTD 2014) prepared by TRC Tourism on behalf of Northern Tasmanian Development. The report critically analyses the market demand and makes projections about the socio-economic impact of establishing the rail trail. <sup>47E, 47G</sup> The

A 15% contingency for overruns has been built into all three cost components. In addition, Council has significant knowledge of the latter two cost components based upon its experience in constructing the North East Mountain Bike Project (MTB) which is being funded by a \$2.5 million grant under the Federal Government's

There are no planning limitations, such as zoning or other issues. Evidence of this is the attached Planning Permit and associated planning report (Planning App Scotts to Tonganah, Tonganah Planners Report) which was recently issued for the Scottsdale to Tonganah portion of the rail trail and will be constructed by Scottsdale Rotary Club once TASRAIL completes the decommissioning of the line in early 2015. Planning Permits, preparation and letting of contract tenders would all occur within six months of the execution of the funding agreement (Project Man Plan p.15 ). Recent evidence of Council's capacity to meet project milestones related to grant funding is the \$4.26 million Trail of the Tin Dragon and the \$1.3 Million Dorset Rural Primary Health Services Program (Evidence of Experience). The \$2.5 million MTB Project is current evidence of experience in similar project management with the first stage due for opening in February 2015.

## Documents Dropbox

**Please upload all mandatory and other documents:**

**Please refer to section 4.1 of the Guidelines for a list of all mandatory documents.**

- **Documents should be referenced using the file naming convention on page 11 of the Grants Management System (GMS) Portal User Guide.**
- **Note: each document must be under 15 megabytes and have a file name less than 45 characters (including special characters, spaces and the file extension) to be uploaded.**
- **In addition to the mandatory documents, you may upload a maximum of 20 other documents in support of your application.**

## Documents

Document Type	Document Name
Procurement Management Plan	NSRF000410_Procurement_Plan.docx
Audited Financial Statements for two of the three most recent consecutive years	NSRF000410_Financial_statements.pdf
Other documents	NSRF000410_Letters_of_Intent.pdf
Other documents	NSRF000410_Evidence_of_Experience.docx
Other documents	NSRF000410_Asset_and_Op_Plan.docx
Other documents	NSRF000410_NTD_2014.pdf
Other documents	NSRF000410_Project_Location_NE_Rail_Trail.jpg
Other documents	NSRF000410_Tonganah_Planners_Report .docx

Other documents	NSRF000410_BEETON_2009.pdf
Other documents	NSRF000410_Select_Committee_Submission_2013.pdf
Other documents	NSRF000410_Clare_Valley_Riesling_Trail.pdf
Other documents	NSRF000410_Strategic_Planning_in_Northern_Tasmania.pdf
Other documents	NSRF000410_Trails_Tasmania_Strategy.pdf
Other documents	NSRF000410_Value_of_Sport_and_Recreation_to_Tasmania.PDF
Other documents	NSRF000410_Heart_Foundation_2014.pdf
Other documents	NSRF000410_NERT_Maintenance_Funding_Strategy.pdf
Other documents	NSRF000410_Planning_App_Scotts_to_Tongamah.PDF
Other documents	NSRF000410_TasRail_Projections.pdf
Written confirmation of all partner funding (cash)3. If partner funding is conditional on the provision of the funding grant, applicants must provide a letter of intent from a senior member of the organisation providing funding	NSRF000410_Partner_Funding.pdf
Other documents	NSRF000410_Est_Salvage_Value.pdf
Other documents	NSRF000410_Consultation_Strategy.docx
Written confirmation of all in-kind contributions	NSRF000410_In_kind_Contributions.pdf
Evidence that the asset will be maintained in a viable and operational state for at least five years	NSRF000410_Letter_of_Commitment.pdf
Business Case	NSRF000410_Business_Case.pdf
Other documents	NSRF000410_Letters_of_Support.pdf
Project Management Plan	NSRF000410_Project_Man_Plan.docx
Risk Management Plan	NSRF000410_Risk_Plan.docx

## Legal Authorisation

**Note:** This legal authorisation was completed by *Tim Watson* on 28 Nov 2014 04:44 PM

I  
*Tim Watson*  
 as  
*General Manager*  
 of  
*Dorset Council*  
*PO Box 21 SCOTTSDALE tas. 7260*

Confirm that:

- I am a person authorised to make this declaration on behalf of my organisation.
- The information provided in this form and all appended documents is complete and correct. I understand that information provided in this webform will form the basis of the funding agreement if the application is successful.
- The Department of Infrastructure and Regional Development (the Department), or any third party authorised by the Department, may perform such investigations and procedures as the Department may determine are necessary for the assessment of this application. I confirm that my organisation may be required to provide additional information including access to records requested by the Department or its third party representative/s in order to facilitate the necessary investigations.
- I agree that the Department may arrange for an Independent Viability Assessment (IVA) of my project by an external adviser or consultant to the Department.
- To the best of my knowledge, I have disclosed (A Declaration of Conflict of Interest) all actual, apparent or potential conflicts of interest that would prevent my organisation from proceeding with the proposal outlined in this Application for Funding under the NSRF programme or from entering into a Funding Agreement with the Commonwealth to deliver a project which relates to this Application for Funding under the NSRF programme.

(Confirmed)This acts as my electronic signature.

Tim Watson  
General Manager  
Date:28/11/2014

## Declaration of Conflict of Interest

**Please complete either Part I or Part II of the Declaration of Conflict of Interest.**

### Part I – No Known Conflict

I confirm that, at the date of this Application, other than those interests listed below, no conflict exists or is likely to arise that would prevent Dorset Council from proceeding with the proposal outlined in this Application for Funding under the NSRF programme or from entering into a Funding Agreement with the Australian Government to deliver a project which relates to this Application for Funding under the NSRF programme.

If a Conflict arises I agree to:

- notify the Commonwealth in writing immediately;
- make full disclosure of all relevant information relating to the Conflict; and
- to take any steps the Commonwealth reasonably requires to resolve or otherwise deal with the conflict.

(Confirmed)This acts as my electronic signature.

Tim Watson  
General Manager  
Date: 28/11/2014

### Part II Disclosure of Interests

I disclose the following interests:

I undertake that if at any time I have an actual, apparent or potential conflict of interest, then I will:

(a) immediately notify the Department of Infrastructure and Regional Development in writing of that Conflict and of the steps the Dorset Council propose to take to resolve or otherwise deal with the Conflict;

(b) make full disclosure to the Department of Infrastructure and Regional Development of all relevant information relating to the Conflict; and

(c) take such steps as the Department of Infrastructure and Regional Development may, if they choose to, reasonably require to resolve or otherwise deal with that Conflict.

I understand that if I fail to notify the Department of Infrastructure and Regional Development of any actual, apparent or potential conflicts of interest or am unable or unwilling to resolve or deal with the Conflict as required by the terms noted above, the Department of Infrastructure and Regional Development may seek to terminate any Funding Agreement established in relation to a project which relates to this Request for Information.

Any information disclosed in this form will only be used by the Australian Government for the purposes of assessing Program proposals and will be maintained in accordance with the Privacy Act 1988.

(Un-Confirmed)This acts as my electronic signature.

Tim Watson  
General Manager  
Date: 28/11/2014