
From: Jennifer Jarvis <Jennifer.Jarvis@tasrail.com.au>
Sent: Thursday, 9 March 2023 5:59 PM
To: McCrossen, Samuel
Subject: RE: George Town Draft LPS
Attachments: 020323 TR to TPC -1.pdf; 020323 BB Alignment (Proposed).pdf; Signed OCG Letter.pdf

Apologies Samuel, I was on sick leave.

Yes, TasRail will have a representative at the hearing scheduled on Wednesday 22 March – 2-4pm at the Council Chambers. I will confirm attendees with you tomorrow.

In terms of the direction, please see attached:

- Letter from TasRail in response to the TPC Direction
- A map showing the proposed 'future railway' alignment at Bell Bay
- A letter signed by Bret Richardson, Northern Director -Office of the Co-Ordinator General confirming that the proposed 'future railway' alignment is included in the Master Planning exercise it is progressing in consultation with Rio Tinto/Bell Bay Aluminium (the landowner).

Kind regards

Jennifer Jarvis



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From: McCrossen, Samuel <Samuel.McCrossen@planning.tas.gov.au>
Sent: Monday, 6 March 2023 3:16 PM
To: Jennifer Jarvis <Jennifer.Jarvis@tasrail.com.au>
Subject: George Town Draft LPS

CAUTION: This message originated outside of the TasRail network. Be cautious with links and attachments.

Hi Jennifer,

I am following up on a direction the Commission made in our letter dated 3 February below:

TasRail (Rep 30)	<p>Provide a map/diagram that is annotated with coordinates or any other information (such as 'edge of infrastructure') to demonstrate where the Future Railway overlay would be applied to cater for the future rail way alignment.</p> <p>Submit written evidence that the owners of the affected land would support application of the overlay.</p> <p><i>Response due Wednesday 1 March 2023.</i></p>
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The other thing I want to ask is whether you or another representative of TasRail could attend the hearing scheduled on Wednesday, 22 March 2023 2:00pm – 4:00pm at George Town Council chambers? Attendance can be by MS Teams if someone cannot attend in person. There are some rather complex issues to discuss that relate to the land at Bell Bay, and the panel specifically asked me to contact you to see if a representative of TasRail could attend to assist the panel.

Regards,

Sam

Samuel McCrossen
Senior Planning Adviser

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2 March 2023

Attention: Samuel McCrossen
Planning Adviser
Tasmanian Planning Commission
tpc@planning.tas.gov.au

Re: George Town Draft Local Provisions Schedule (LPS)

Dear Samuel

I refer to Attachment B of the letter to TasRail from the Tasmanian Planning Commission dated 3 February 2023 in relation to the George Town Draft Local Provisions Schedule (LPS).

In response to the request to demonstrate where the 'future railway' overlay would be applied to cater for the proposed new Bell Bay Rail Alignment, please refer the attached map. Please note that it is premature to confirm exact co-ordinates at this point in time as TasRail is still undertaking geo-technical studies. TasRail can advise that typically, the rail corridor of a new alignment would include sufficient land to support the railway track plus up to 10-metres either side of the outer rails.

Also attached please find a letter from the Office of the Coordinator General confirming that the proposed 'future railway' has been included in the Master Planning exercise it is undertaking in consultation with Rio Tinto/Bell Bay Aluminium (BBA). This letter also confirms TasRail's plans to re-open direct rail access into the Port of Bell Bay, and the funding arrangements to support same.

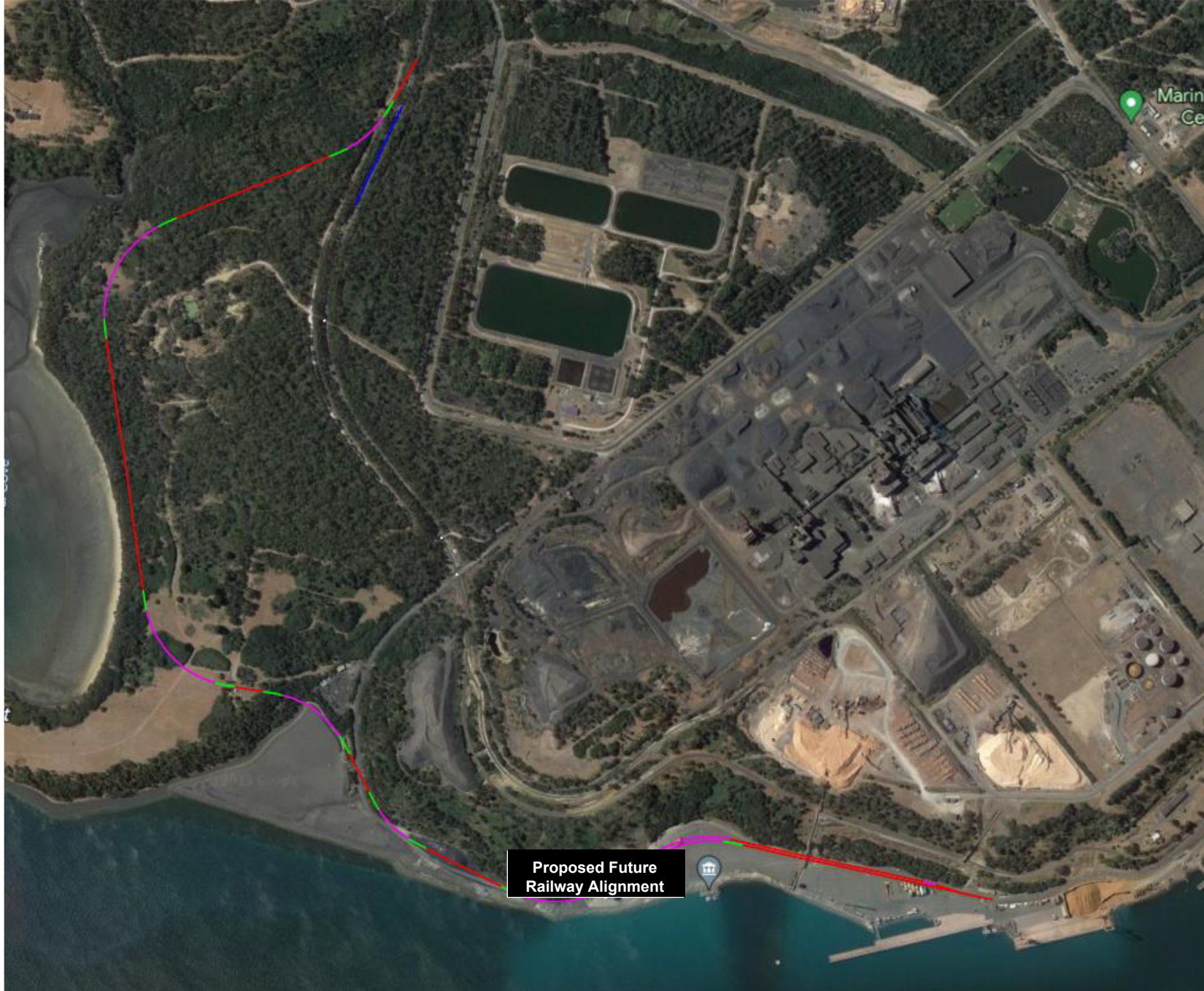
I trust the above information is of assistance to the LPS process.

Yours sincerely



Jennifer Jarvis
Group Manager- Property & Compliance

Enclosures



Proposed Future
Railway Alignment

Marin
Ce

Office of the Coordinator-General

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1 March 2023

Attention: Tasmanian Planning Commission

RE: TasRail - Bell Bay Line - New Rail Alignment

To whom it may concern,

I am writing in support of the TasRail intention to return a rail service to the Bell Bay wharf.

Since August 2022, the Office of the Coordinator General (OCG) has been undertaking a Master Planning exercise at Bell Bay in consultation with, and in relation to, the significant land holdings of Rio Tinto/Bell Bay Aluminium (BBA). The point of the exercise is to work with BBA to identify surplus available land to BBA's operational requirements to then develop the surplus land for the future economic advantage of the wider Bell Bay area.

As part of that exercise identifying the additional land was primary but, there is also a need to identify the required infrastructure to meet the significant demand opportunity outlined in the Master Plan. For example, engaging with TasNetworks to identify the need and land for TasNetworks to establish a new northern switchyard. Working with TasPorts to identify the need and land required to meet the opportunities to service new export focused proponents.

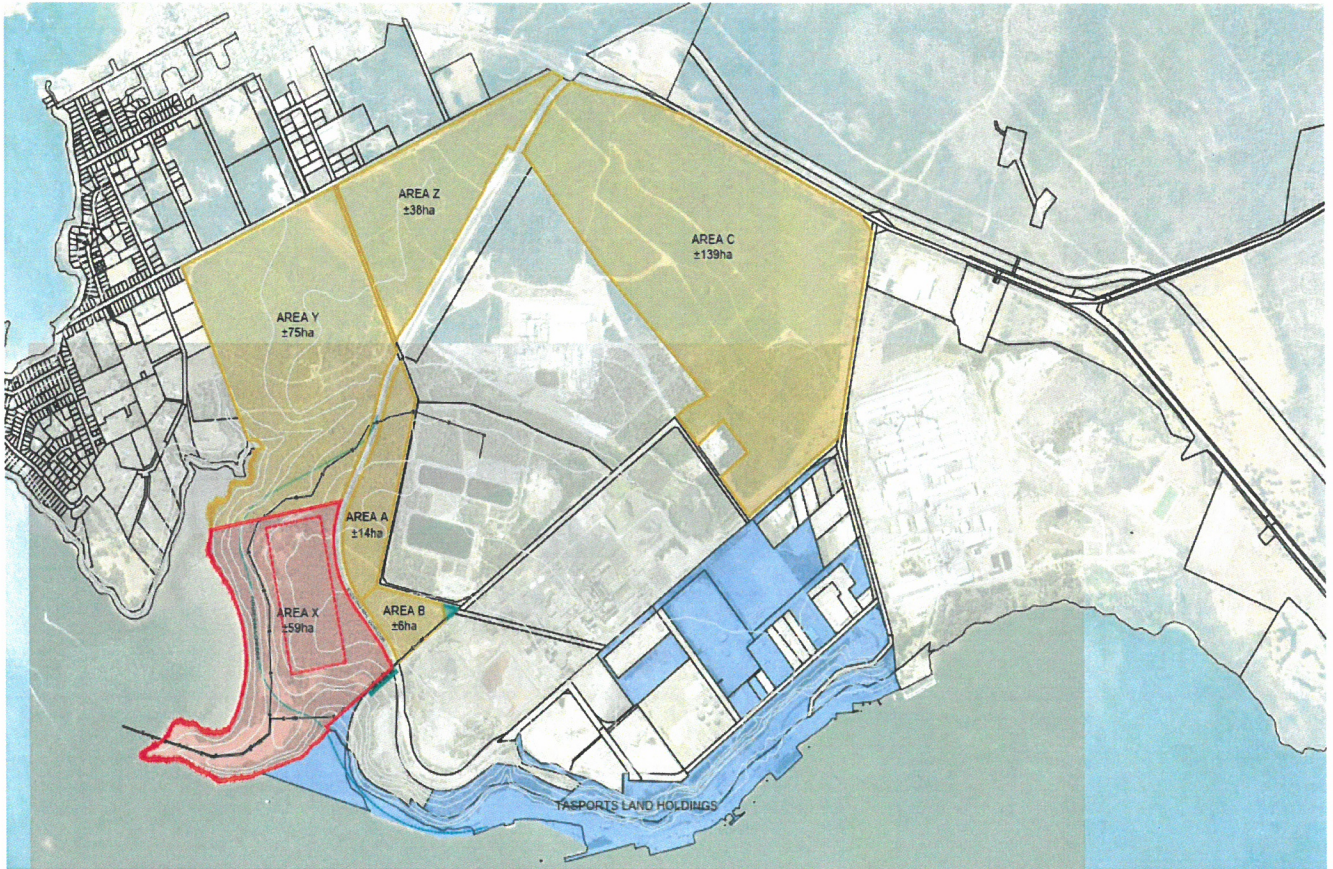
TasRail are also one of the key infrastructure enablers at Bell Bay. TasRail's intention is to re-establish a rail service to the Bell Bay wharf. To that end, a new rail alignment option has been identified by TasRail in consultation with TasPorts, operators and custodians of the Bell Bay wharf. That new rail alignment option will be shown in the Master Plan report that is being developed by the OCG to support TasRail's intention.

Historically the Bell Bay line extended directly onto Bell Bay wharf but a series of landslips near the port in 2015 and 2016 caused the temporary closure of this last section of rail. The Bell Bay Line currently terminates at the George Town Freight Terminal (GTFT), which is located northeast of Old Bell Bay Road, adjacent to the Timberlink Sawmill.

TasRail plans to reopen the rail access to the Bell Bay wharf by constructing a new alignment that runs to the southwest of the existing line in an area that is free of landslip risk. (Figure 15) This alignment is required to improve flexibility of operation for TasRail's customers (existing and prospective). Construction of this proposed new rail alignment is subject to the Commonwealth Government approving TasRail's business case submission. The Australian and Tasmanian

Government's have jointly committed \$30m to the wharf reconnection project on an 80-20 funding split. These funding commitments are reflected in both Governments Budget papers. TasRail is well progressed in its feasibility and scoping investigations.

Figure 15: TasPorts concept for expansion of Area X (TasRail Proposed New Rail Alignment in light blue)



Yours sincerely,

Bret Richardson
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