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Sent: Tue, 21 Nov 2023 16:47:47 +1100
To: "Circular Head Council" <council@circularhead.tas.gov.au>
Subject: Attention Planning Department

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Your Reference: Draft Amendment No PSA 2023/1 – Circular Head – delete existing and include new specified Scenic Protection Areas.

Thank you for notifying TasRail of the above application.

TasRail has reviewed the available documentation and submits the following comments on the Draft Amendment for consideration of Council:

- The Eastern Gateway Scenic Protection Area covers some of the Western Rail Line which remains part of the State Rail Network. TasRail is responsible for both operational and non-operational State Rail Network land corridors that remain part of the State Rail Network. This includes obligations to manage and protect non-operational corridors to ensure they remain available for future use.
- The affected State Rail Network land corridor runs from approximately the KPW222.5 (Sisters Creek) to KPW259 (Wiltshire Loop).
- In principle, TasRail has no objection to the inclusion of new Scenic Protection Areas, but requests that Council reconsider any limitation on vegetation clearing of land adjoining the rail corridor which may be detrimental to, or constrain future rail operations and maintenance of the existing rail corridor.
- It should be acknowledged that it is often necessary to remove/clear areas of vegetation in order to access the rail network for periodic care and maintenance; to mitigate/remedy erosion, including soil erosion and coastal erosion; to maintain/upgrade/install appropriate drainage; and potentially for future upgrade and/or development of the rail corridor etc. These type of works all require access for vehicles and machinery and also for material laydown areas etc.
- TasRail is also concerned that some of the overlay areas include mine sites, with potential to significantly limit future potential for extension/expansion of activity/economic development.
- The railway crosses also crosses over the Detention River and Black River. Consideration needs to be given to not only rail access requirements but also potential for access to manage flood

events, and noting in recent years flood events have seen large volumes of debris accumulate under rail and road bridges. Where this occurs, areas of vegetation may need to be cleared in order to provide safe access for necessary cranes, vehicles and laydown areas.

Kind regards

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