

PORT CONSTRAINTS

The Big Roundabout – Traffic management at this location is already difficult for heavy freight transport – minimum of \$3.0 million to grade-separate intersection with road bridge or tunnel link between Chester Pass Road and Hanrahan Road.

Princess Royal Drive – Major access road to port was partially built using contaminated soils from former gas works – State Govt obligated to decontaminate by removing soils, but what would apply as interim road heavy freight solution to port :

- ❖ Grey Street West
- ❖ Festing Street
- ❖ York Street.

Melville Point Road / Rail Bridge – Single carriageway (2 lane) road (9m between armco rails) over single railway line underneath – 6 month upgrade timeframe to carry out granite work / additional rail line, and presumably four lane road bridge over while maintaining port access in the lead-up to maximum export period – est. cost to upgrade \$8.0 million.

Woolstores – Major redevelopment opportunity for redundant site with waterfront access and direct connections to regional roads and railway. Development offers financial opportunity to address storm water drainage off landfill site.

Ring Road Choice – Hanrahan Road as the short-term ‘inner’ ring road is north of railway alignment while Link Road / George Street as long-term ‘outer’ ring road can be either north or south of railway alignment – APULG & industry split over priority for alignments / location of roads (eg Elizabeth St).

Albany Water Front Project – Original Proposals date back to 1980s – Current proposal before State and Local government to endorse waterfront marina and commercial / short-stay accommodation as essential to long-term financial viability of facility / people friendly place – opposed by APULG for long-term impact on viability of port operations and transport security – keystone facility for Anzac & maritime activity.

Proudlove Parade – There is an existing foreshore commercial precinct north of the railway line and south of Stirling Terrace – rendered unviable as commercially inaccessible after grade-separation to link foreshore development area with CBD : compromises current TransWA Bus Depot & potential future Inter-City Rail link train station.

York Sreet – Logical place to provide a road transport link between the existing CBD area and the proposed foreshore waterfront development area – controlled access and grade separation would severely impact on access to Proudlove Parade and Albany Visitor Centre (Tourist Bureau).



Source : Hames Sharley, 2008

Old Gas Works Site – Estimated decontamination cost of \$6.0 million – conversion to landscaped parkland provides no return to State government – alternatively, commercial or residential development again compromises port access.

NES Heritage Site – No legislative role for Federal government; however, the Old Gaol and Residency Museum are located astride of the port access railway line – room for a 2nd line (not a 3rd) but would severely impact on precinct.

ALBANY PORT USER LIAISON GROUP –
“With residential development on two sides of the Port and accommodation on the third, it was only a matter of time before the Port was rendered unviable.”
“Plans for the waterfront development should be displayed in every town in the region which relied on the Port to ensure everyone whose living depended on the Port had the opportunity to comment.”
Ian Peacock, Chairman APULG
Extract : Albany Advertiser, Thursday 29 April 2004 – Page 3

Client : SDC Consortium
Report : Rainbow 2000[®] - Regional Strategy

Title : Albany Port Constraints
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