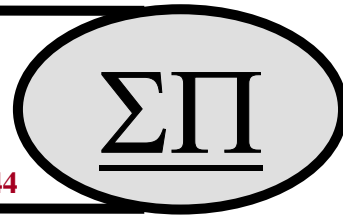


SMITHSON PLANNING

364 Middleton Road Albany WA 6330 www.smithsonplanning.com.au
PO Box 5377 Albany WA 6332 smithson@smithsonplanning.com.au
Tel : (08) 9842 9841 Fax : (08) 9842 9843 Mob : 0428 556 444



The RAINBOW 2000[©] PROJECT.

SUBMISSION TO INFRASTRUCTURE AUSTRALIA

From: Infrastructure Australia [mailto:infrastructureas@infrastructure.gov.au]
Sent: Wednesday, 17 February 2010 8:11 AM
To: Smithson smithson@smithsonplanning.com.au
Subject: RE: National Freight Network Submission : Albany Ring Road, Export Commodities, Albany Seaport & Airport, Albany Anzac 2014-18, Albany Bicentennial 2026-27 [SEC=UNCLASSIFIED]

Thank you, Infrastructure Australia has received your submission.

From: Smithson [mailto:smithson@smithsonplanning.com.au]
Sent: Tuesday, 16 February 2010 5:20 PM
To: mail@infrastructureaustralia.gov.au
Cc: A.Albanese.MP@aph.gov.au; Maxine.McKew.MP@aph.gov.au; Tony.Abbott.MP@aph.gov.au;
W.Truss.MP@aph.gov.au; Senator.Bob.Brown@aph.gov.au
Subject: National Freight Network Submission : Albany Ring Road, Export Commodities, Albany Seaport & Airport, Albany Anzac 2014-18, Albany Bicentennial 2026-27

The Infrastructure Coordinator
Infrastructure Australia
Canberra ACT
Australia

With reference to your advertisement appearing in The Australian (Page 6) of 12 February 2010, please find following and attached our submission.

There are several discussion papers available from our website :

- ❖ [Peak Oil Gas & Nuclear Power](#) - everybody's growing concern
- ❖ [Manypeaks Transitional Governance](#) - a challenge for the State of Western Australia
- ❖ [Anzac 2014-18 - a National Celebration Strategy](#) - there is a role for each Australian state / cities
- ❖ [Albany International Airport](#) - achieving regional accessibility for trade
- ❖ [Albany Industrial Seaport Relocation Plan](#) - achieving regional accessibility for trade
- ❖ [Albany's UNESCO World Heritage - Anzac & Convict Colonial Settlement](#) - international tourism
- ❖ [Planning Instruments of Western Australia](#) - the bottom line of WA Planning Commission activities
- ❖ [Planning & the Australian Media](#) - part of the problem / part of the solution
- ❖ [Global Warming & Sea Level Change](#) - profound implications for insurance & property development.

The scope of the National Freight Network Plan – should canvas road, rail, seaports and airports – including regionalised energy solutions (electricity and gas supply, biodiesel production facilities, fuel storage and distribution facilities) water supply, waste management and disaster recovery facilities to support those activities both directly and indirectly (eg. ETS / CPRS relationships, etc).

The freight use and priorities – should be determined by regional / local stakeholder groups without self-regulation imposed by State Government interests vested to certain locations.

Operating and infrastructure standards – should be world's best practice, but the two deficiencies requiring Government intervention include a nuclear regulatory system and standard gauge electrified railway where practicable.

Ownership and control – we advocate a Public Private Partnership arrangement based on regional Port Corporations (40% State / 60% private although the equity partnership can vary based on market capitalisation).

Planning regimes (including urban areas) – most States have not fully examined the relationship between legislation and governance to ensure continued operational efficiency and functionality of their freight network systems, and few if any have considered the risk management implications of weapons of mass destruction.

Regulatory responsibility – a shared arrangement must exist between local, regional, state and federal – but look at IA : you haven't contacted Smithson Planning since acknowledging our first submission in 2008 :

[Rainbow 2000© Project – Infrastructure Australia](#)

Finance, cost recovery and funding – I see no need to change the financial model supporting the Rainbow 2000® Project – the investment market is still looking for long-term confidence with predictable returns.

Please acknowledge our submission.

Yours faithfully
SMITHSON PLANNING

Neil R. Smithson

Neil R. Smithson
Managing Director
PIA^{CPP}, EIANZ, NELA, LGPA, AAPC, NTWA, FDI, CSC 2003

Tel : + 61 8 9842 9841
Fax : + 61 8 9842 9843
Mob : + 61 419 556 444



Address : 364 Middleton Road, Albany WA 6330 **AUSTRALIA**
Postal : PO Box 5377 Albany WA 6332 **AUSTRALIA**

E-mail : smithson@smithsonplanning.com.au
Web : <http://www.smithsonplanning.com.au>

Smithson Planning - Consultants in National Investment Growth Pathing
Australian Business Number : 46 782 764 220

Traffic Management – Albany Port

To: A.Albanese.MP@aph.gov.au; Maxine.McKew.MP@aph.gov.au; Alan.Griffin.MP@aph.gov.au;
Senator.Faulkner@aph.gov.au
Cc: Senator.Adams@aph.gov.au; senator.back@aph.gov.au; senator.cash@aph.gov.au;
senator.cormann@aph.gov.au; senator.eggleson@aph.gov.au; senator.johnston@aph.gov.au;
senator.bishop@aph.gov.au; Senator.Evans@aph.gov.au; senator.pratt@aph.gov.au; senator.sterle@aph.gov.au;
senator.ludlam@aph.gov.au; senator.siewert@aph.gov.au
Subject: FW: Albany Ring Road

The Hon. Anthony Albanese MP
Minister for Infrastructure, Transport, Regional Development & Local Government
Commonwealth of Australia

The Hon. Maxine McKew MP
Parliamentary Secretary for Infrastructure, Transport, Regional Development & Local
Government
Commonwealth of Australia

The Hon. Alan Griffin MP
Minister for Veterans' Affairs
Commonwealth of Australia

Senator the Hon. John Faulkner
Minister for Defence
Commonwealth of Australia

With our compliments – please find following and attached recent discussion on Albany's
port access issues.

It should be an interesting Federal election – you are all invited to Anzac Day 2010.

CC : Senators for Western Australia.

From: Smithson [mailto:smithson@smithsonplanning.com.au]
Sent: Tuesday, 9 February 2010 1:24 PM
To: Minister.O'Brien@dpc.wa.gov.au
Cc: Minister.Day@dpc.wa.gov.au
Subject: Albany Ring Road

The Hon. Simon O'Brien MLC
Minister for Transport
State Government of Western Australia

The Hon. John Day MLA
Minister for Planning
State Government of Western Australia

Good coverage in today's Albany Advertiser (Page 1) – Traffic standstill, but I suspect that \$100m won't provide anywhere near the desired future solution.

Traffic standstill
City says \$100m needed to prevent roundabout chaos in the coming years

NICK SAS *AA 9-2-2010 p1*

MOTORISTS could be forced to wait 15 minutes to pass through Albany's main roundabout in the coming years unless a proposed \$100 million ring road is completed.

City of Albany deputy mayor Dennis Wellington said the roundabout had been highlighted as a major concern after discussions between the City and Main Roads Great Southern outlined Albany's future traffic problems.

Mr Wellington said the high number of semi-trailers trans-

porting woodchips and grain through the Chester Pass Road, Albany Highway and South Coast Highway roundabout had made the intersection Albany's accident hotspot over the past decade.

He said the roundabout, which was used by 35,000 cars a day, needed an alternate route as soon as possible.

While there had been a slight decline in semi-trailer traffic in the past year, the 15 minute estimate was a figure he said was now a reality.

"A lot of semi-trailers find it

hard to stop coming up to the roundabout and already when you get to the height of the wheat season it's pretty tough and dangerous to get through," he said.

"There are a lot of accidents there and I think the ring road should be a high priority. It's definitely something we need to get through."

State Transport Minister Simon O'Brien, who was in Albany on Friday, said the ring road was still on the State Government's agenda.

But Mr O'Brien said the Federally-funded \$129 million upgrade of

Chester Pass Road, proposed under the State Government's Strategic Grain Network Committee review, was a priority.

"I'm down here to take a drive down Chester Pass Road and see the state of it myself and to assess the issues in Albany," he said.

"And we may establish that the ring road will be the first part of our upgrade to make the roads safer.

"But money is tight and this is a big investment. But I also want to let the people of Albany know that this is a Government committed to

getting things done."

Main Roads Great Southern regional manager Andrew Duffield said the 15 minute wait was an estimate, but admitted an alternative heavy vehicle route was required within the next 15 years.

"We have a computer model which has been developed over the past 18 months with the City of Albany to assess potential congestion points and the main roundabout has been well established as a problem area," he said.

nick.sas@albanyadvertiser.com

And some of my favourite comments to date :

To the Hon. Alannah MacTiernan MLA – Minister for Planning & Infrastructure : "The APULG believes that if there is to be additional rail traffic into the City of Albany, there will need to be a substantial upgrade of the only railway line available to industry within the Great Southern, particularly that section of the line between Mirrambeena and the Port. The area of rail that travels alongside Princess Royal Drive would almost certainly have to be developed into a two-line corridor."

Ian Peacock, Chairman, Albany Port User Liaison Group Letter : 19 Mar 2002

Waterfront plans out : "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 (Page 3), 29 Apr 2004

Concern about port restrictions : "Under the (Waterfront) plan the amount of short-term accommodation effectively doubled and the development shifted closer to the port, intensifying fears use of the port would be restricted. The City should have retained the original concept, rather than accept designs unveiled by Planning Minister Alannah MacTiernan. If the development went ahead, the future of the port could not be safeguarded and condemned what he said was a lack of industry consultation."

Ian Peacock, Chairman APULG Extract : Albany Advertiser (Page 5), 18 Nov 2004

Tuckey pushes new port – but Port Authority sees no viable sites near Albany : "Heavy freight road transport access, space for future development, and pollution would put Albany Port on a path to certain conflict with the community. A new deep water port is needed in Albany. It is not a matter of how much it will cost, but where. Once a port facility gets serious, as is proposed here, it won't be able to live in its present position with a city like Albany."

The Hon. Wilson Tuckey MHR, Member for O'Connor Extract : AGS Weekender (Page 1), 07 Jul 2005

"The Albany Waterfront Development and the Albany Entertainment Centre constitute an unacceptable future threat to the continuity of port access."

Ian Peacock, Past Chairman APULG Statement : Albany Waterfront Action Group PCYC, 28 Oct 2006

Port in conflict : "The locality of the Albany Entertainment Centre would interfere with the port (access). I believe there will be a conflict of interest. The time for waterfront development was when the port was being relocated."

The Hon. Wilson Tuckey MHR, Member for O'Connor Extract : Albany Advertiser (Page 5), 21 Nov 2006

Case for Cockburn port : "Fremantle Mayor Peter Tagliaferri's appeal to prevent the export of sealed containers of lead concentrate from the Port of Fremantle proves how foolish was his criticism of recent proposals to relocate that port's ship loading activities to James Point in Cockburn Sound. Had the State Planning & Transport Minister (Alannah MacTiernan)

kept faith with a previous parliamentary agreement for a private port at this locality, the problem facing Mr Tagliaferri’s residential constituents would not exist because the facility would be completed and be the logical place for such exports?”

“He (the Mayor of the City of Fremantle) must recognise that a port is a port and its associated activities are not compatible with residential and urban development, which is surely Fremantle’s future. The State Government, however, continues to retain such arrangements and in fact promote this conflict of interest, as the Mayors of Geraldton and Albany will confirm. The people in and around Fremantle are entitled to the peace and security that would arise from the port’s industrial relocation and the mayor should put them first.”

Hon. Wilson Tuckey MHR, Member for O’Connor, WA Article : West Australian (Page 22), 21 Jan 2008

We won't use it
AA 4-4-2006 P1

Industry players reject Albany Ring Road

By YASMINE PHILLIPS

UNLESS the Albany Ring Road is made a designated heavy haulage route, key players in the Great Southern agricultural industry say they won't be using it.

After criticising the ring road at a meeting with Timber 2020 last week, concerned parties are calling for an independent economic study to weigh up the alternatives.

Albany Port Users Liaison Group chairman Ian Peacock said a financial evaluation of the proposed routes had not been completed since 2001.

"A lot has changed since 2001 – diesel prices have doubled and freight rates have risen significantly – so before we start racing in and spending \$70-80 million we need to have a closer look," he said.

"The point is that we don't actually know how much it is – it could be less or more. Win, lose or draw – at least we will have some accurate figures to go by."

And while Mr Peacock said he supported Stage One wholeheartedly, Timbercorp forestry general manager Tim Browning said he was opposed to the whole project.

"We have huge problems with all of the stages and we've raised those concerns at all government levels in the past," Mr Browning said.

"Stage One is a road purely designed for Oji – here we have one of the largest and wealthiest companies in Japan being given another gift from the WA taxpayer.

"Stage One is going in a completely different direction to where the wood needs to go – the port – and there is a perfectly good road there already in Chester Pass Road.

"It's outrageous that this is allowed to continue – local roads can't get 25 cents for upgrades and local timber companies have to pay for the roads to be repaired, upgraded and maintained to get wood transported."

Divided in their support, both players agreed the major trouble spot was the big roundabout.

"Building a \$15 million road is not going to solve the problem – for half of that money they could build a fly-over – it's absolutely outrageous," Mr Browning said.

Mr Peacock said the major pinch points were the roundabout and the Frenchman Bay Road and rail crossing.

"I met with key people in the timber industry this morning and they don't want to see Stages 2 and 3 of the ring road go ahead – if we can use Chester Pass Road we won't use the ring road so why build it?" he said.

Mr Browning agreed, saying the only trucks which would be seen on the ring road would belong to Oji.

While ideas such as the 'smart light' were thrown around, Mr Peacock said no other alternatives had been seriously investigated.

"There are smarter ways of keeping what we've got and making it work for everyone – in the past five years, the consultation process with the farming community has been non-existent," he said.

"People need to wake up and realise the wealth of this community relies on exports – the wealth of Albany is not coming from within Albany – the truth is every time we load on \$1 domestically farmers suffer because we can't jack our prices up."

International logistics and shipping adviser Cr Bob Emery said members of each affected sector had their own interests at heart.

"The City of Albany needs a ring road but various industries have conflicting economic arguments," he said.

"We need to speak with a united voice because if we're constantly fighting one another, nothing will happen."

Members of the local agricultural sector will meet on May 19 to discuss the option of undertaking an independent economic study.

I wonder if the industry group's feelings have changed on the matter? After all, it's their port.

Yours faithfully
SMITHSON PLANNING

Neil R. Smithson

Neil R. Smithson
Managing Director
PIA^{CPP}, EIANZ, NELA, LGPA, AAPC, NTWA, FDI, CSC 2003

Tel : + 61 8 9842 9841
Fax : + 61 8 9842 9843
Mob : + 61 419 556 444



Address : 364 Middleton Road, Albany WA 6330 AUSTRALIA
Postal : PO Box 5377 Albany WA 6332 AUSTRALIA
E-mail : smithson@smithsonplanning.com.au
Web : <http://www.smithsonplanning.com.au>

Smithson Planning - Consultants in National Investment Growth Pathing
Australian Business Number : 46 782 764 220

www.smithsonplanning.com.au

Grange Resources – Albany

From: Smithson [mailto:smithson@smithsonplanning.com.au]
Sent: Monday, 25 January 2010 9:32 AM
To: Minister.Faragher@dpc.wa.gov.au
Cc: Premier.Barnett@dpc.wa.gov.au; Minister.Constable@dpc.wa.gov.au; Minister.Castrilli@dpc.wa.gov.au; Minister.Day@dpc.wa.gov.au; Minister.Obrien@dpc.wa.gov.au
Subject: EPA Report 1346 : WAPC Minutes 7352 : City of Albany Draft Local Planning Strategy 2009

The Hon. Donna Faragher MLC
Minister for the Environment
State Government of Western Australia

Attention : Ms Michelle Andrews, Acting / GM Environmental Protection Authority

Dear Minister Faragher – thank you for the letter dated 21 January 2010 (Albany's Foundation Day) received 25 January 2010 from Michelle Andrews (copy attached).

I trust my comments below to the Senators for Western Australia impart my thoughts on the matter.

If the State Government of Western Australia wants to dredge Princess Royal Harbour / King George Sound, and create another 7.36 hectares of prime waterfront real estate on the City side, without any material improvement in road or rail transport infrastructure to the current port of Albany, albeit via another major private investment proposal that will create thousands of direct and indirect jobs in Albany, who am I to complain.

In the lead-up to Albany Anzac 2014-18 and Albany Bicentennial 2026-27, these are fabulous economic consolidators – it's just that the current location of the port has a limited industrial future, and of course that's not your problem. For your sake, I hope the dredge spoil dumped in King George Sound (if the published numbers are correct 4 times as much as Fremantle) has little or no impact on tourism as some would suggest, and others not.

Likewise, I wouldn't be confident about the construction impacts associated with port expansion on waterfront development or mine development on the Hassell Highway / Chester Pass Road.

I am also not confident that the budget for the Albany Ring Road and engineering design / land procurement (Stages 2, 3 and 4) are all processes in hand, because my understanding would be that the 'slurry pipe' will require an easement in part of that reserve to permit mine / port transfers – and of course a pipe laid, particularly one associated with millions of dollars for exports – is much harder and more expensive to move or interrupt after the fact.

Of course, the power solution is generic assuming it is renewable. If not, then that's another issue you would agree – unless the gas pipeline was constructed as promised (technically it's better than coal, but still not renewable).

As I have said before, and will now say again, the Port of Albany is going to have to fight off every proposal associated with City CBD development for the next 20 years – and good luck with that!

One might even suggest that the State Government of Western Australia has systematically and comprehensively failed the people of Albany & the Great Southern – sounds like something you'd say during an election.

For the record, I am not objecting to your Report 1346.

CC :

The Hon. Colin Barnett MLA
Premier & Minister for State Development
State Government of Western Australia

The Hon. Liz Constable MLA
Minister for Tourism
State Government of Western Australia

The Hon. John Castrilli MLA
Minister for Heritage
State Government of Western Australia

The Hon. John Day MLA
Minister for Planning; Culture & the Arts
State Government of Western Australia

The Hon. Simon O'Brien MLC
Minister for Transport
State Government of Western Australia

From: Smithson [mailto:smithson@smithsonplanning.com.au]
Sent: Monday, 18 January 2010 5:56 PM
To: Senator.Adams@aph.gov.au; senator.back@aph.gov.au; senator.cash@aph.gov.au;
senator.cormann@aph.gov.au; senator.eggleston@aph.gov.au; senator.johnston@aph.gov.au;
senator.bishop@aph.gov.au; Senator.Evans@aph.gov.au; senator.pratt@aph.gov.au; senator.sterle@aph.gov.au;
senator.ludlam@aph.gov.au; senator.siewert@aph.gov.au
Subject: City of Albany Draft Local Planning Strategy 2009

Senator the Hon. Judith Adams – Member for Western Australia
Senator the Hon. Dr. Chris Back – Member for Western Australia
Senator the Hon. Mark Bishop – Member for Western Australia
Senator the Hon. Michaelia Cash – Member for Western Australia
Senator the Hon. Mathias Cormann – Member for Western Australia
Senator the Hon. Alan Eggleston – Member for Western Australia
Senator the Hon. Chris Evans – Member for Western Australia
Senator the Hon. David Johnston – Member for Western Australia
Senator the Hon. Scott Ludlam – Member for Western Australia
Senator the Hon. Louise Pratt – Member for Western Australia
Senator the Hon. Rachel Siewert – Member for Western Australia
Senator the Hon. Glenn Sterle – Member for Western Australia

Good afternoon Senators – what a fabulous decision from the EPA – endorsement for the Grange Resources / Southdown \$1.6bn iron ore project and the Albany Port Authority export solution.

So what impact do you think an extra 1000 families will have on the growth and development of Albany?

The question is – Did the State do it to force the issue of port relocation, or do they believe that by facilitating export investment it will resolve the matter for the purposes of the next State election? And the Federal impact?

Please find following copy of our correspondence to the Parliamentary Leaders of Western Australia – you may be able to access a copy of the minutes of the WA Planning Commission and the Environmental Protection Authority as the peak bodies advising the State Government.

From: Smithson [mailto:smithson@smithsonplanning.com.au]
Sent: Friday, 8 January 2010 1:40 PM
To: Premier.Barnett@dpc.wa.gov.au; Eric.Ripper@mp.wa.gov.au; Brendon.Grylls@mp.wa.gov.au; Giz.Watson@mp.wa.gov.au
Subject: City of Albany Draft Local Planning Strategy 2009

The Hon. Colin Barnett MLA
Premier
State Government of Western Australia

The Hon. Eric Ripper MLA
Leader of the Opposition
State Parliament of Western Australia

The Hon. Brendon Grylls MLA
Parliamentary Leader of the Nationals WA
State Parliament of Western Australia

The Hon. Giz Watson MLC
Parliamentary Leader of the Greens WA
State Parliament of Western Australia

Good afternoon Colin / Eric / Brendon / Giz

Please find following my correspondence to the Minister's for Environment, Tourism, Planning and Heritage.

It's a dilemma isn't it – but I am sure we can agree that no political party would want to go to an election under the premise that membership of the Australian Defence Forces meant you were just cannon fodder for the next international export contract.

It's kind of un-Australian really, especially when certain domestic interests have made illegal payments in the past to secure those export contracts.

Let's have a look at Albany – woodchips to Japan, iron ore to China, and grain to the Middle East – and Anzac.

It's not as if I haven't made provision for the continuity of those export industries – and we are all in this together – it's just regional development.

I think the Hon. Barry Cohen (Ex-Robertson MHR, NSW) summed it up recently in *The Australian* of 5 January 2010 (Page 12) – Sack the NSW Labor Executive before it's too late :

The Americans realized long ago that genuine democracy only exists if voters also have a say in who represents the political parties. Most important, the party base should be broadened to ensure a wider range of occupations are represented. The answer is that those in power do not surrender power lightly and any change will be vehemently resisted by powerbrokers. NSW Labor is facing oblivion, so they have nothing to lose. If the right people are put in place to bring about reform, other states will follow - if they do it now while there is plenty of time to avert the train wreck they are facing.

I particularly enjoy the Hon. Richard Court's comments from 1994 at http://www.slwa.wa.gov.au/federation/iss/100_cons.htm :

"This balance of power, which was the essence of the Federation, was seen as critical in ensuring that both the national interests as well as the interests of the people living in the regions of Australia were served

But then again, maybe the Western Australian Constitution Act 1889 – Section 61 – Separation of the Colony should prevail :

Nothing in this Act contained shall prevent Her Majesty from dividing the Colony of Western Australia as she may from time to time think fit, by separating therefrom any portion thereof, and either erecting the same or any part thereof into a separate Colony or Colonies under such form of Government as she may think fit, or from subdividing any Colony so created, or from re-uniting to the Colony of Western Australia any part of any Colony so created.

It all depends upon how the voter views the function and performance of Government – I am confident that CHOGM 2011 will be enlightening.

From: Smithson [mailto:smithson@smithsonplanning.com.au]
Sent: Thursday, 7 January 2010 1:04 PM
To: Minister.Faragher@dpc.wa.gov.au; Minister.Constable@dpc.wa.gov.au
Cc: Minister.Redman@dpc.wa.gov.au; Minister.McSweeney@dpc.wa.gov.au; Peter.Watson@mp.wa.gov.au; Colin.Holt@mp.wa.gov.au
Subject: City of Albany Draft Local Planning Strategy 2009

The Hon. Donna Faragher MLC
Minister for the Environment
State Government of Western Australia

The Hon. Dr Elizabeth Constable MLA
Minister for Tourism
State Government of Western Australia

Dear Ministers

I refer to the attached extracts from the Albany Advertiser of Thursday 7 Jan 2010 (Page 7) – EPA's decision on dredging due in days, and (Page 8) – Landcorp criticised.

I look forward to the Minister for Environment's determination in this matter, but I can recommend reading the [Rainbow 2000® Major Statements](#) file.

If you would care to direct the WA Environmental Protection Authority and the WA Tourism Commission to undertake briefings on the Rainbow 2000® Project, I would be pleased to provide them. You may also care to prevail upon the Minister for Regional Development to facilitate a briefing of the WA Regional Development Council.

From: Smithson [mailto:smithson@smithsonplanning.com.au]
Sent: Monday, 4 January 2010 2:53 PM
To: Minister.Day@dpc.wa.gov.au; Minister.Castrilli@dpc.wa.gov.au
Cc: Eric.Lumsden@planning.wa.gov.au; Gary.Prattley@planning.wa.gov.au
Subject: WAPC Minutes - Discussion of the City of Albany Draft Local Planning Strategy 2009

The Hon. John Day MLA
Minister for Planning
State Government of Western Australia

The Hon. John Castrilli MLA
Minister for Heritage
State Government of Western Australia

Dear John & John

I have attached a copy of correspondence from the City of Albany received 30 December 2009.

Council's letter refers to the revised City of Albany Draft Local Planning Strategy 2009, and the endorsement of the WA Planning Commission for that document (including modifications) to be readvertised for public comment (closing 26 February 2010) prior to further consideration for final adoption.

The following extracts are taken from Council's publication, and with our follow-up remarks, now form the latest entry in our Rainbow 2000® Major Statements file.

Issues associated with the Albany Seaport – “The Albany port is an asset of critical importance to economic development in the Great Southern region. The total tonnage of commodities traded through the port is expected to almost double to five million tonnes per annum by 2014/15, with the main increases being in grain and woodchips (*no mention of the proposed Southdown Magnetite project which would double the export tonnage again*). To achieve the objective of accommodating this growth in trade and ensuring the continued viability of the port, its infrastructure needs to be developed and its functions protected. The ALPS Strategy recommends the preparation of a port development plan by the Albany Port Authority, in conjunction with relevant government departments, to investigate land and infrastructure requirements, plan strategically for any future expansion and ensure that possible impacts from port activities on adjacent land uses are minimised. It is also recommended that local planning schemes and strategies identify appropriate buffers around the port and incorporate special control areas with provisions to prohibit incompatible development.”

“Protecting access to the port is a major issue given the forecast increase in regional freight. Optimising the balance between road and rail access is considered particularly important. Actions relating to road access are focussed on realisation of the Albany ring road concept (detailed in separate studies), intended to facilitate the unimpeded movement of heavy vehicles to and from the port. It is recommended that top priority to be given to constructing the east-west link of the ring road between Chester Pass Road and Albany Highway (*construction of Albany Ring Road Stage 1 was completed in April 2007*). Other actions include the introduction of measures such as structure planning and land use / development controls to minimise potential conflicts between heavy freight routes and adjacent uses, and implementing the noise mitigation measures recommended in the Albany heavy freight access study.”

“The Strategy strongly advocates placing a greater emphasis on the rail network to move freight to the port. Recommended actions include investigating alternative options to encourage the transfer of road freight to rail and evaluating their costs and benefits, and planning for additional rail infrastructure to improve rail capacity. Transferring freight to rail via an inter-modal transfer facility at Mirambeena (*industrial estate*), and locating future industrial land and new grain receipt points next to existing rail infrastructure, are also recommended. The Strategy supports the City of Albany / State Government initiative of establishing a boat harbour as part of the Albany waterfront project, on the proviso that it does not have an adverse impact on the port's operations and freight access. The proposed development, located in Princess Royal Harbour, would incorporate a range of maritime, tourism and commercial uses and is considered to have the potential to contribute commercially and socially to the City (*not to exclude the relationship with the CBD and Tourism Precinct*).”

Issues associated with the Albany Airport – “The Strategy emphasises the importance of the Albany airport to the regional economy and aims to ensure its continued efficient operation. It is noted, in particular, that there may be a need for the airport to accommodate larger aircraft in the longer term, with the servicing of passenger and freight movements to the Antarctic a possibility. Planning at the local level should acknowledge the potential expansion of the airport and protect its operation from encroaching urban development through recommended measures such as noise/safety buffers and special

control areas specifying appropriate maximum building heights. The Strategy also notes that opportunities exist in the vicinity of the airport to develop related commercial activities, such as flight training schools. It is therefore recommended that land in and around the airport be appropriately zoned so that complementary commercial uses can be established.”

Albany Activity Centres Literature Review, Shrapnel Urban Planning Extract : Appendix B11 (Page 38), 30 Dec 2009

Following up – This document forms part of the circulated Final Draft City of Albany Local Planning Strategy 2009, currently on exhibition for public comment until 26 February 2010 following modification for WAPC amendments. The extracts highlighted by Shrapnel are taken from the WAPC / DPI Lower Great Southern Strategy 2007.

Following-up – the City of Albany Draft Local Planning Strategy 2009 still does not address Albany’s World Heritage as a Convict Colonial Settlement; Renewable Energy Supply; Global Warming & Greenhouse Emissions; Nuclear Power; Indigenous Land Rights (Native Title); Risk Management (Port Access); Peak Oil & Gas; Albany Anzac 2014-18 or the Western Bicentennial 2026-27.

Without having to resort to Freedom of Information legislation, I was wondering if you would be good enough to provide a copy of the WA Planning Commission minutes canvassing discussion of the Draft Albany Local Planning Strategy? You will appreciate that the Rainbow 2000® Project is both a Doctoral Research Program and a Corporate Investment Strategy, so I look forward to your reply.

Finally, we note with interest *The West Australian* of Monday 4 Jan 2010 (Page 3) – ‘Business up in arms over Albany dredging’, and the lack of programmatic specificity in the Draft Albany LPS pertaining to transport and other key regional infrastructure in the prelude to Albany’s Anzac and Bicentennial celebrations.

Fundamentally, it boils down to a choice between Australia’s #1 cultural heritage icon Anzac (recognized as such by local and State governance), and key export commodities existing and proposed.

Effectively, the Port of Albany has already spent \$120m upgrading grain storage; \$150m for berthing and woodchip exports; and now proposes another \$300m for iron ore exports. They should also be contemplating a Cruise Ship terminal, and a container management facility. The problem is no-one wants to talk about the required upgrade to road / rail access along the city waterfront, and the future relationship with [Peak Oil, Gas & Nuclear Power](#).

If you would care to direct the WA Planning Commission and the Heritage Council of Western Australia to undertake briefings on the Rainbow 2000® Project, I would be pleased to provide them. You may also care to prevail upon the Minister for Regional Development to facilitate a briefing of the WA Regional Development Council.

Yours faithfully
SMITHSON PLANNING

Neil R. Smithson

Neil R. Smithson
Managing Director
PIA^{CPP}, EIANZ, NELA, LGPA, AAPC, NTWA, FDI, CSC 2003

Tel : + 61 8 9842 9841
Fax : + 61 8 9842 9843
Mob : + 61 419 556 444



Address : 364 Middleton Road, Albany WA 6330 AUSTRALIA
Postal : PO Box 5377 Albany WA 6332 AUSTRALIA
E-mail : smithson@smithsonplanning.com.au
Web : <http://www.smithsonplanning.com.au>

Smithson Planning - Consultants in National Investment Growth Pathing

Australian Business Number : 46 782 764 220

www.smithsonplanning.com.au

Author's notes : The Rainbow 2000[®] Project is both a corporate investment strategy and a doctoral research program that examines the hypothesis "Is planning the antithesis of politics? – a case study of Albany & the Great Southern Region, Western Australia, focusing on the inter-relationship between regional development and Local, State & Federal politics in contemporary Australia.

In thirteen years, the *West Australian* Newspaper and the *Sunday Times* never published one article about Rainbow 2000[®] that we are aware of (one exception : West letters 30 July 2007 Page 15); the *WA Business News* published one small piece suggesting some reticence about the continuity of port access in the framework of a significant port expansion program to accommodate grain, woodchips and iron ore.

Perth television STW9, TVW7, NEW10 & SBS28 have never covered Rainbow 2000[®], and both *GWN7* and *WIN9* as regional networks have not canvassed the regional strategy – GWN's Noel Brunning stood for the federal seat of Forrest (Independent) in 2007; Reece Whitby from Channel 7 Perth stood for the state seat of Morley (Labor) in 2008; and Karen Brown from the *West Australian* and the *Weekend Australian* stood for the state seat of Mt. Lawley (Labor) in 2008 – Whitby and Brown being part of Premier Alan Carpenter's parachute dream team – all were unsuccessful for a variety of reasons.

ABC National (radio & television) maintains a largely anti-development stance in the Great Southern, although nationally they have done some great things for Anzac and via Difference of Opinion. *RadioWest* sceptically accepted a paid advertisement.

There were the original paid advertisements referred to by the Albany Town & Shire Councils et.al. of 13 November 1997 appearing in the *Albany Advertiser* and the *Albany & Great Southern Weekender*, with the occasional timely paid reminder advertisement in the *Albany Advertiser* to reflect that Rainbow 2000[®] – a Regional Planning Strategy for Albany & the Great Southern was not going away that easy.

One rather prominent (and perhaps cynical) article appeared in the *Weekend Australian* in the lead-up to Mayoral / Council elections for the City of Albany in 1999, following which the author was a 'failed' candidate. Otherwise, all communication channels have been pursued vigorously with extensive material being referred to politicians on all sides of the debate, media journalists in print, radio and television and the *National Press Club* in Canberra.

The only thing people choose to believe in is the power of authority and / or the investment dollar – media was no exception, regardless of whether the program could have been beneficial to their commercial aspirations. The alternative is that the non-Albany based media from Perth and Bunbury understood only too well the implications, and misconstrued growth and development as competitive threat (doubtful).

Local politics and commercial relationship both took their toll on local newspaper coverage and balanced representation of the issues. It is reasonable to suggest that few people understand let alone endorse long-term strategic planning that doesn't directly benefit them instantly.

In twelve years, the program of community consultation / participation has included advice in some form or other to governance :

- ❖ Australian embassies of the nations of the World, the United Nations & European Union
- ❖ Governor-Generals of Australia, and every Federal member of parliament (House / Speakers & Senate / Presidents)
- ❖ Prime Ministers & Federal Cabinet Members, and the Leaders of the Opposition & Shadow Cabinet Members & Minority Parties
- ❖ Governors of Western Australia, and every State member of parliament (Legislative Assembly & Council)
- ❖ Western Australian Premiers & Cabinets, and the Leaders of the Opposition & Shadow Cabinets & Minority Parties
- ❖ Premiers / Ministers of New South Wales, Victoria, Queensland, South Australia, Tasmania
- ❖ Leaders of the Opposition / Shadow Ministers of New South Wales, Victoria, Queensland, South Australia, Tasmania
- ❖ Chief Ministers / Ministers of the Australian Capital Territory and Northern Territory
- ❖ Lord Mayors & Councils of the Cities of Brisbane, Sydney, Melbourne, Hobart, Adelaide and Perth
- ❖ Advisory Council of Infrastructure Australia & the Convenors of the Australia 2020 Forum
- ❖ Relevant Federal and State agencies / regulatory authorities
- ❖ Great Southern, and other Regional Development Commissions of Western Australia
- ❖ Fremantle Ports, Westralia Airports Corporation, and the Albany Port Authority
- ❖ Australian Local Government Association and each State / Territory Association
- ❖ Local Government Authorities of Western Australia & the Great Southern Region
- ❖ Mayors / Presidents / Commissioners & Councillors of the Town, Shire and City of Albany
- ❖ Presidents & Executive Councillors of the Returned & Services League of Australia (National & State Divisions)
- ❖ Presidents & Executive Councillors of the Planning Institute of Australia
- ❖ Presidents & Executive Councillors of the Environment Institute of Australia & New Zealand
- ❖ Presidents & Executive Committees of the Australian, Western Australian and Albany Chambers of Commerce & Industry
- ❖ Presidents & Executive Committees of the Australian & Western Australian National Trusts & the Albany Historical Society.

For a comprehensive (and interactive) list of community participation / consultation, refer to :

- ❖ www.smithsonplanning.com.au/R2000Participation1997-2006.zip (270 A4 pages : ~ 14,000+ entries : 0.77Mb zipped : 3.92Mb)
- ❖ www.smithsonplanning.com.au/R2000Participation2007-2008.zip (375 A4 pages : ~ 19,500+ entries : 1.56Mb zipped : 7.46Mb)
- ❖ www.smithsonplanning.com.au/R2000Participation2009-2018.zip (237 A4 pages : ~ 11,500+ entries : 1.47Mb zipped : 6.34Mb).

It is not our place to judge the politics – that will be for the electorate, and the Commonwealth Director of Public Prosecutions. All in all – things are looking very good. A [general disclaimer](#) applies to this material – don't assume, please ask.

Date : Saturday, 3 April 2010

Neil R. Smithson

Managing Director

PIA^{CPP}, EIANZ, NELA, LGPA, AAPC, NTWA, FDI, CSC 2003