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THE ALBANY TRANSPORT TASK

RAINBOW 2000[®] - a Regional Planning Strategy for Albany & the Great Southern
ALBANY 2014-18 RE-ENACTMENT[®] - a Major Event promoting the Anzac Tradition
ALBANY 2026[®] - a Bicentennial Celebration of European Settlement in Western Australia

1. EXPORT TONNAGE – DOUBLES & 5 FOLD INCREASE IN VOLUME

The Port of Albany currently transfers about 3.2 million tonnes of commodities. There has been substantial investment in the Plantation Timber industry over the last 6 years, and with harvesting commencing in 2003, is now ramping up to an additional 3.0 million t/a of woodchip exports anticipated in 2007-08 (woodchips is a 3:1 volume ratio relative to grain).

- ❖ Recent average total tonnage – 3.2 million
- ❖ Grain – 2.2 million but building to 5.5 million through technology
- ❖ Woodchips – starting at 200,000t but building to 3.0 Mt p.a.
- ❖ Mineral Sands, Silica Sands, Fuel Bunkering, Processed Foods
- ❖ Container handling (refrigerated and general)
- ❖ Bulk commodity potential exports (bauxite, lignite, haematite, coal, oil & gas)
- ❖ Marine industry construction and services (mechanised and tall ship)
- ❖ Military naval base for visiting ships, operations and vessel / crew service
- ❖ Commercial Sea Transit Passenger Liners
- ❖ Bulk import commodities (eg. Acid, Fertilisers & Fuels).

2. THE CENTRAL PROBLEM

There has been no shortage of discussion regarding the transport problems facing the Port of Albany relative to the CBD, the city foreshore, tourism / commercial / residential development, and the marina / small boat harbour proposal.

At the City of Albany Mayoral candidates' presentations on 7 April 2003 to the Albany Residents' & Ratepayers' Association, all candidates committed to the marina project and effective community participation in the planning process.

One Mayoral candidate supported and two opposed WA MLC Dr Christine Sharp's appeal for a formal level of assessment by the WA Environmental Protection Authority into woodchip transport, and the cumulative impact of Port development.

Most recently, the WA Environmental Protection Authority has again recommended to the Minister an Informal level of assessment for the expansion of woodchip export via road freight (yet to commence) from 300,000 t/a to 1,000,000 t/a.

In 1997, the Port of Albany published a development plan that showed three parallel rail lines servicing access along the foreshore. That action would require partial demolition of either the 'Old Gaol' or 'Residency Museum', both of which are listed on the register of the National Estate. It would also require reconstruction of the Melville Point road / rail bridge, and interim alternative port access during construction.

The WA EPA level of assessment was referred to the Federal Minister for the Environment under the Commonwealth Environmental Protection & Biodiversity Conservation (EPBC) Act 1999. The Dept Environment & Heritage have declined to recommend to the Minister to act on the matter due to a lack of legal jurisdiction.

There are currently no Australian Heritage Nationally Environmentally Significant (NES) sites, despite the 'Old Gaol' and 'Residency Museum' constituting the oldest European Heritage precinct in Western Australia, and both having been registered for twenty-plus years under the Australian Heritage Commission Act 1975.

With Albany Anzac 2014 looming closer and the Albany 2026 Bicentenary of European settlement only twenty years away, contrast the City of Perth where grand plans are developing to re-establish links between the City and the Waterfront in this the Year of the Built Environment (clearly, Perth is preparing for the next twenty-years).

At the Albany Councillors presentations on 9 April 2003, a question particularly to the two candidates for the Frederickstown Ward but also to each of the other councillor candidates was will you support construction of a second or third railway line and the realignment of Princess Royal Drive to provide the level of long-term access required for the Port of Albany to remain where it is ?

The councillor response was a deafening silence, and the two Frederickstown Ward candidates indicated emphatically no. The Albany Port User Liaison Group has recently indicated that it will challenge any Councillor who does not support its position at the next City of Albany council elections in 2005 (not a Mayoral election).

3. PORT ACCESS

A port access solution comprising two rail lines and a four-lane grade separated controlled access road is the minimum acceptable risk management standard to any industrial port in Australia. Based on this expectation, there are several specific constraint points between travel modes that will require short or long-term traffic management solutions, but in the mean time pose a risk management threat.

If the State Government continue to support Road Transport B-Trains and Triples and introduce Quads, it should be self-evident that given the nature of some of the volatile products, there is substantial potential for a even a minor accident to give rise to a major transport incident with attendant need for emergency management.

4. ANZAC / BICENTENNIAL

What is the single most significant event in Australian political and military history that has and continues to define our national character

Presents an image to the world of the Australian spirit generally, but more particularly on the battlefield of strength and courage in the face of adversity

That is celebrated annually by more than 10 million Australians in over a thousand locations world-wide, but most particularly for Albanians is remembered at Mt.Clarence, Mt.Adelaide & the foreshore

And lastly, started right here in Albany on King George Sound and Princess Royal Harbour nearly 100 years ago (2014-18), directly in front of the Rotary Lookout on Marine Drive ?

It is of course Anzac – arguably the most culturally significant event in Australia’s brief 200 years of history post European settlement.

5. SUMMATION

We can ask the State & Federal Governments to spend millions of dollars to make a bad location workable, but why should they – Albany is the original hard rock and a wall.

If the Port / Foreshore development issue is to be resolved, it must be at the direction of the community of Albany & the Great Southern via referendum such that no State government of either political persuasion can simply ignore the mandate.

The current score 18-0 in favour of the City over the Port - Relocated Ports in Australia :

- | | | | |
|--------------------|----------------------|-----------------------|-------------------------|
| ❖ Bunbury | ❖ Fremantle | ❖ Geraldton (Oakajee) | ❖ Dampier |
| ❖ Port Hedland | ❖ Darwin | ❖ Cairns | ❖ Innisfail (Mourilyan) |
| ❖ Ingham (Lucinda) | ❖ Rockhampton (Alma) | ❖ Gladstone (Curtis) | ❖ Brisbane |
| ❖ Port Macquarie | ❖ Newcastle | ❖ Port Botany | ❖ Port Kembla |
| ❖ Geelong | ❖ Melbourne | ❖ Port Adelaide | |

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