

17 FEB 2019

Kate Okeeffe

From: Cr Brian Piesse
Sent: Sunday, 17 February 2019 3:32 PM
To: Cr. Dawn Tan; Ben Rose; Councillors; Kate Okeeffe
Subject: RE: Request for Special Meeting (SCM)

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Signed Off:

Good afternoon Fellow Councillors

Good morning Dawn

This is the first chance to respond to your supported request for a Special Council Meeting (SCM) for Monday 25/02.

While I could participate in an SCM earlier in the day on 25/02, up to a finish time of say 2.30pm I would not be able to make a 5.00pm on that day as I am required to Chair a ECU South West Advisory Board meeting at 4.40pm on that day, a meeting set 12 months in advance.

Following the your telephone discussion with Ben and me on Friday I now have a better understanding of the importance of the intent embodied in your draft motion, and understand why you would like to get it onto the WALGA State Conference AGM agenda in August 2019, although given its South West focus I am not sure how such will be viewed by the broader WALGA audience. Your GST proposition which we prosecuted and almost received unanimous backing for at the WALGA conference last year, was more appealing given its impact on the State finances and the ability of our State Government (regardless of political persuasion) to increase or reinstate traditional levels of grant funding to local Government entities.

Unfortunately, and it is relevant to the matter(s) you raise in your draft motion, is that current State Government says it will use any GST windfall (adjustment) to pay down State debt rather than investing such in matching Federal Government infrastructure grants. Hopefully they might change their mind given the rapidly escalating revenue stream (royalties) heading their way due to hiking iron ore prices.

While I acknowledge you will not be attending the March OCM, assuming Council embraces the intent of your recommended motion, I remain a bit curious as to why the urgency (need to hold an SCM right now) when SWALGA not only have a meeting in March, they also have others on 26/05 and 28/06, well before the WALGA meet, and we have OCM's to which I assume you will be attending in April and May, which could still allow any resolution to get to SWALGA well before the WALGA meet. I acknowledge your suggestion that there might be an opportunity to generate interest amongst politicians across the political divide in this space leading up to the Federal election although, until the scope and implications of the Talison project have some clarity, it is difficult to get either side of politics to commit, keeping in mind while the FEDS may be willing, it can't be done without the State initiating such.

During a recent conversation relating thereto with one of our WA Senators, he ask me describe the project and what commitment do you want from the Government. No doubt the road versus rail discussion and debate and decision has a few more legs in it yet, so it is difficult to describe right now?

Apart from the two presentations made to our Council in different forums, both Ben and I have been actively involved in the discussion with Talison, ARC and SWDC, and in this regard there has been ongoing consultation with the Shires of Bridgetown-Greenbushes, Boyup Brook, Manjimup and Nannup in terms of how we, in consultation with SWDC and the State Government, are going to address the infrastructure needs to reap the benefit from the proposed increased mining activities to our south. Right now I do not believe there is any information void in terms of what had been shared with Councillors.

May I suggest Bridgetown-Greenbushes are in a privileged position, they have the mine investment in their Shire and we, along with Capel (Boyanup) and Dardanup (Port) and Harvey (Kemerton end) bear the brunt of the transport implications (road and rail) of this investment being north of the mine site. They also remain an attractive residential destination for those employed beyond the construction phase. Their executive are already suggesting

based on the current demographics that some 350 extra employees will most likely reside within the Shire Bridgetown – Greenbushes with circa 100 residing within our Shire. This does not include any family or business/light industry multiplier impact.

The SWDC having commissioned a comprehensive South West Transport Review (following a formal request from this Shire after consultation with the Shire President and the then CEO of the Shire of Capel), with an interim report being delivered to interested Councils prior to Christmas.

While this study thus far has addressed the rail versus road options in a big picture logistics cost context, not only between Greenbushes to the Port of Bunbury and Kemerton and onto Kwinana, which includes forecasted road movements (Talison and other heavy haulage movements and normal residential and tourism traffic,) along the South West Highway out three years, there is no conclusive outcome as yet re road and rail or a combination of both (northern end). All or most this information has been shared with our Council already, some of it on more than one occasion.

At the opening of the Dolphin Centre last Friday, Ben and I had several discussion with the SWDC CEO and other delegated personnel working on this project, and while they are happy to make a presentation to Council at the SCM or on another occasion, they sounded some hesitation in terms of what information they might have, that has not already been shared with us. Like surrounding Shires, they too are waiting to receive some more definitive advice as to where Talison are going in terms of the rail/versus road options.

Might I say, our persistence in calling for some answers from SWDC is causing some real frustration amongst the SWDC executive and obviously given they hold the State purse strings now and probably for the next 6 years at least, we wish to maintain the very good relationship and support we receive from them at this time.

I am advised rightly or wrongly that Talison are likely to prefer the road route (far less infrastructure for them) and given the Federal Department of Infrastructure Department (submission yet to be made) and local politicians are already making noises that \$155m is going to be a big (almost impossible) ask, even on the eve of an election, light at the end of the tunnel is not imminent, so to speak. However, I believe we should prepare ourselves for a road outcome and I accept this is your concern and that held by your fellow Councillors, and indeed the broader community.

I am also advised the reason the State forward estimates do not demonstrate an increased level (other than the norm) of road funding to the South-West Highway, is that no decision has been made as the Talison project in terms of mode of transport and related infrastructure needs to meet the demands from the Talison operation. I can only assume this is one of the project being facilitated by the Department of State Development and the State Department of Transport who must make the call on the Federal Government through the State Department of Transport in terms of major infrastructure road and/or rail funding. Hence it will not appear in the State forward estimates until the State and FEDS sign-off on the project.

For your information, I was last weekend at a conference in Albany and the Great Southern LGAs and locals were making the same observation, in that the Perth-Albany Highway is in a parlous state of repair and nothing of significance appears in the forward estimates, except for \$30m on a small part of the South Coast Highway east of Albany. Strange isn't that the later appears in Government held electorate?

While such has never been formally raised with Ben and or me, we have been asked on several occasion, how would the Donnybrook business fraternity and wider community appreciate a ring road as a means of dealing with the burgeoning traffic challenges emerging through Donnybrook in particular, keeping in mind such would be a cheaper option than \$155m. Just look at the current debate relating to the Bunbury Outer Ring Road (BORR). The Boyanup community such believe such would be a great idea around Boyanup, provided it strictly a heavy haulage route only. In reality given such is the case in Capel, totally stuff their town centre regardless of all the government infrastructure of late, and Busselton, Manjimup and more latterly Margaret River have bitten the bullet, and the route of the Bunbury Outer Ring Road (BORR) is causing mayhem in terms of its impact on the already challenged sustainability of their CBD, we need to have this discussion as part of vehicular management through and around the Donnybrook townsite in particular.

Therefore, to take your concerns further, we need to also articulate what our recommendation might be to our community re a bypass option and where would it be? The Boyanup route had been gazetted for years.

Can I also suggest that any proposition that emerges from our Council for presentation to SWALGA needs to avoid being a Donnybrook-Balingup centric position, given the we have a coalition of surrounding Councils that are working as a team and asking many of the same questions on our agenda at this time, to firstly optimise the opportunities that present given the Talison project, and secondly to get traction with the State and Federal governments as to all the infrastructure (health, education, sporting, housing, water sewerage) needs. As I stated to the SWDC recently according to Talison their permanent residential workforce requirement is less than 3 years away.

On a related infrastructure matter, In my mind we are well on the way in terms of a being able to offer a range of different housing options to entice future residents, they being up to 80 blocks in Meldene stage2, up to circa 19 x 2.5 acre allotments in Marshall Road Argyle enclave , and 100 lifestyle opportunities in the Kelly Street development. I am advised other land owners are keen to be part of the action as well. This is an entirely new scenario to where we were 2 years ago.

If you believe time is in the essence then I suggest you continue on your mission as per the your request for SCM on 25/03, keeping in mind such will not get in front of WALGA AGM/Conference before August 2019, although there may be avenues open to us through work through SWALGA in expediting a proposition/recommendation to Government in the meantime. In this regard, we should seek the CEO advice relating thereto. .

I have put more time into this email on the basis, that if the SCM is to happen on 25/03, I will not be able to participate in the debate. I would also believe that much of the issue(s) you raise could well be handled through a well-structured "concept non-public forum" with external contributions prior to taking the matter to and OCM public forum.

Thanks for seeking to raise the level of discussion and debate relating to the importance some well thought through position relating to the road and rail logistic implications of not only the Talison project, the entire future road management through our Shire.

Cheers for now!
Brian

From: Dawn Tan <ms.dawn.tan@gmail.com>
Sent: Friday, 15 February 2019 4:55 PM
To: Ben Rose <ben.rose@donnybrook.wa.gov.au>; Councillors <Councillors@donnybrook.wa.gov.au>; kate.okeeffe <kate.okeeffe@donnybrook.wa.gov.au>
Subject: Request for Special Meeting

Dear Ben and Councillors,

Please find attached a Request for Special Meeting for Monday, 25 February 2019 at 5.00pm.

The Agenda item is being finalised, but I attach a draft for your review.

kind regards

Cr Dawn Tan LLB MBA (UWA)

Legal and Business Consultant

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