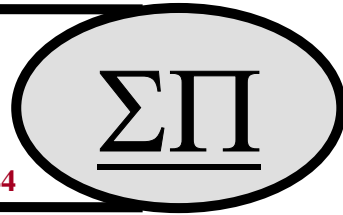


# SMITHSON PLANNING

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Our Ref : W2004-0065  
Your Ref :

Mr Robert G. Willis  
Executive Manager Technical Services  
City of Melville  
PO Box 130  
APPLECROSS WA 6153

30 November 2004

Dear Bob

## **LEACH HIGHWAY – Heavy Freight Toll Route Plan 2005<sup>©</sup>**

Further to our discussions at the PATREC Maritime Logistics Conference held in Fremantle on 25-26 November 2004, I would like to propose an initial meeting (convened by and at Melville CC) between Smithson Planning and the Local Government Executive Directors of the Engineering / Planning portfolios from the :

- ❖ City of Fremantle
- ❖ City of Melville
- ❖ City of Canning
- ❖ City of Belmont.

The Fremantle Port Authority is forecasting a continuing 10% growth rate p.a. in container freight traffic for Perth as the only such destination in Western Australia (we note that Albany, Bunbury, Geraldton and Esperance are lobbying for container handling capacity – but Perth is expected to remain #1 container port for WA).

Regardless of any political perspective, I would suggest that Leach Highway is, and will remain, a significant ring road transport route in terms of access to the Port of Fremantle and impact on adjoining land use in the southern / eastern suburbs of the Perth Metropolitan Region.

If the State Labor Government retain power in 2005, the Fremantle Eastern By-pass (FEB) is almost certainly lost in terms of potential medium-term response to the heavy freight transport task.

Our considered opinion is that a 15% in 4 years and 30% in 10 years target for rail freight of containers will be both a political and practical challenge along the Fremantle-Coojee coastal railway line without a State Government commitment to 100% grade separation and adequate response to noise attenuation.

If the Coalition win State Government, it will require significant financial outlay to repurchase the FEB road reserve and then commence construction of the remainder of the Roe Freeway to deliver an effective alternative regional ring road (that may do nothing to alter the perceived time / distance advantage of Leach Highway).

I would suggest that given the adopted position of the Fremantle Port Authority to maximise use of North Quay, (and Tydeman Road), and the politically difficult proposition of a pre-2009 commencement of the Cockburn Sound (Kwinana Beach) container seaport, significant reliance for the next 5-10 years will go to Leach Highway.

### **An LGA Initiated Transport Solution**

Smithson Planning would like to propose that the Local Government's mentioned form an alliance and advocate a toll route and limited partial grade separation of Leach Highway from Stirling Highway to Tonkin Highway as a pre-emptive long-term solution to this problem that minimises impact while retaining development opportunity.

### **An Evolving Project Partnership**

In the passage of time (and with project participation) we would anticipate a partnership between Local Government and the WA Dept Planning & Infrastructure, the Fremantle Port Authority, and a private enterprise infrastructure group willing to invest in a joint venture or publicly listed company similar in operation to Trans Urban in Melbourne, Victoria.

### **Design Expectations**

The intention is to physically separate regional heavy freight traffic from suburban commercial and residential light traffic using Leach Highway within the existing road reserve by creating a restricted access corridor down the centre-line that is grade-separated from all major intersections along the route as follows (refer attached maps) :

#### **Bridges**

Abernethy Road  
Welshpool Road  
Fifth Avenue – over toll route  
Webb Street – over toll route  
Kwinana Freeway – 2 right-turns over toll route  
Murdoch Drive  
North Lake Road  
Stock Road

#### **Entry / Exit & Toll Points**

Stirling Highway (or High Street)  
Piney Lakes Reserve, Winthrop  
Nurdi Park, Riverton  
Braibrise Road, Wilson  
Forge Street, Welshpool  
PH Dod Reserve.

#### **Tunnels**

Orrong Road  
Manning Road  
Bungaree Road  
Vahland Avenue  
High Road  
Karel Avenue  
Bull Creek Drive  
Karel Avenue  
Moolyeeen Road – under toll route  
Riseley Street  
Winthrop Drive  
Norma Road  
Carrington Road  
Stirling Highway

The design provides for one central break-down lane (alternating bays every ~200m) with landscaping, and a single-lane carriageway separated from the external Leach Highway lanes by a concrete crash barrier on each side.

Entry & exit points would be clearly marked by overhead structures carrying toll-route signage. Vehicles not fitted with an E-Tag using the toll route would be subject to a video generated traffic infringement notice.

### **Project Economics**

The construction program has not been costed; however, the application of an E-Tag Toll System would be a continuing income stream based on supply / demand and user-pays principles (with a recommended price differential to favour heavy freight transport).

In all probability, the proposal (design & finance) would attract Federal AusLink funding as an expression of continuing commitment to joint venture partnership between all levels of governance, and eventually construction funding of specific aspects relating to federal funding criteria.

It is suggested that a travel-time savings for heavy freight during peak-hour would be in the order of 30 minutes for the full journey length (either direction), with consequent savings in transport staffing costs, fuel consumption, truck wear & tear, noise & air pollution, traffic accidents & casualties.

The increased availability / accessibility of commercial, industrial or residential land adjoining the Leach Highway road reserve would most likely yield higher land values and additional rate revenue to local authorities.

I would anticipate that an evaluation of economic benefit would form part of the assessment process via the Project Inception Report, Environmental Report and Business Investment Analysis. Smithson Planning would act as the Project Manager of a multi-disciplinary team of consultants.

### **Corporate Experience**

Smithson Planning of Albany is a sole trader planning consultancy specialising in organisational management, town planning and environmental assessment.

Established in April 1994, the Smithson Planning office was opened in Albany in March 1997, and is staffed by Mr Smithson, the principal, who holds a Master of Arts (Urban Studies) from Curtin University, WA.

Mr Smithson has been practising business development, town planning & environmental assessment for twenty-plus years, and has accumulated experience in 4 states and 13 regions around Australia, but particularly with :

- ❖ Local government as the Development Manager                      Ravensthorpe SC, WA
- ❖ Local government as the Manager Business Development      Mildura Rural CC, VIC
- ❖ Local government as the City Development Planner              Melville CC, WA
- ❖ Private consultancy as a Project Manager                          GHD and Kinhill, WA and Qld
- ❖ State government as a Town Planner                                  State Planning Commission, WA
- ❖ State government as a Town Planner                                  Dept. Environment and Planning, NSW.

Neil Smithson has a proven track record in delivering actionable plans, including substantial experience in regional economic development, transport and community-based projects.

### **Strategic Plan Review**

The issues identified for consideration in the Leach Highway review, include (not exhaustive) :

- ❖ Cities of Fremantle, Melville, Canning & Belmont (state, regional and local context)
- ❖ Population growth and residential density
- ❖ Housing construction and residential variety
- ❖ Economic diversity and employment opportunity
- ❖ Commercial development (strip development, retail and commercial service centres)
- ❖ Industrial development (heavy, light, bulky goods, services, noxious, hazardous)
- ❖ Tourism development (accommodation, facilities, access; domestic and overseas tourism)
- ❖ Crown land and public purposes (hospitals, schools, police, post, power, water, telecom, etc.)
- ❖ Community services (health, education, volunteer activity, and welfare)
- ❖ Recreational services (indoor, outdoor, active & passive; for groups & individuals)
- ❖ Public open space (roads, parks, drainage areas)
- ❖ Environmental (ecological) systems (remnant native bushland, exotic gardens, noxious weeds)
- ❖ Environmental (heritage) places (buildings, works, relics and places)
- ❖ Environmental aesthetics (urban design, landscape planning, feature places)
- ❖ Total catchment management (water and land care programs)
- ❖ Transport management (roads, parking, rail, sea, air, pedestrian, cycle; for public and private)
- ❖ Infrastructure services (water, sewer, power, domestic and industrial gases, telecommunication)
- ❖ Administration (authority, accountability, management, principal activity plans)
- ❖ Strategic Plan (dominant activities, objectives, strategies, policies, implementation).

### **Corporate Expertise**

The specific and relevant experience and expertise of Smithson Planning for this project includes :

- ❖ North Fremantle Container Depot Study – Industrial Land Development Authority

- ❖ North Perimeter (Reid) Highway EIS (Wanneroo Road to Mirrabooka Avenue) – Main Roads WA
- ❖ Ravensthorpe / Esperance / Jerramungup – a Blueprint for the Future
- ❖ Rainbow 2000<sup>©</sup> – a Regional Planning Strategy for Albany & the Great Southern
- ❖ Hardy Inlet Management Plan (Blackwood River) – Shire of Augusta Margaret River
- ❖ Footscray Cemetery Trust Business Plan for the Maribyrnong City Council
- ❖ Development Assessment Panel Model (DAPM<sup>©</sup>) – a management system for local governance
- ❖ Planning administration in four states of Australia – appeals, planning consents, subdivision referrals, etc.

While the scope of services provided varied between each of these management groups, fundamentally they all embraced managing an asset and a group of stakeholders with a common cause, and getting them to work together to produce better outcomes for all parties concerned.

This required Strategic Planning – establishing common ground; areas of divergence; and focussing on attainable objectives, while having a broader vision for the development of the whole rather than any one particular part.

There are few examples of Federal, State, Regional & Local Government / Private Enterprise / Community group co-operation in the strategic planning process.

The *Ravensthorpe Blueprint for the Future Project*, managed by Smithson Planning, would appear to have navigated that process, and is well placed to make a significant contribution to the South-East Coastal Region of Western Australia in association with the development of the BHP Billiton Ravensthorpe Nickel Project.

### **Responsible Service Provision**

Smithson Planning would act as principal consultant for the project, and would draw upon associated consultant resources relating to sociology, economics, urban design, engineering, GIS mapping, planning & environmental law, land economy, real estate & valuation, and surveying & photogrammetry as may be required.

Smithson Planning operate a comprehensive office Information Technology solution, equipped with web site, e-mail, telephone, facsimile, postal communications, and document production facilities, and would provide a local and regional presence for community / business / industry consultation in the project.

The project manager and principal contractor responsible for service delivery would be :

Name: **Mr N.R. (Neil Ramsay) Smithson**  
Qualifications: MA (Urban Studies), Curtin  
Affiliations: PIA, EIANZ, NELA, NTWA, LGPA, AAPC, FDI, CSC 2003  
Position: Managing Director, Smithson Planning, Albany, Western Australia

Neil Smithson has held the position of Manager Planning Services with the City of Melville, and understands in a Western Australian context the complexity of community opinion arising from development, rural land use management, commercial centres, transport, asset management, and business / economic development.

As a professional member of the planning institute, environmental institute, environmental law association, national trust and allied professional groups of planning consultants, local government planners, Neil Smithson would bring a unique and comprehensive approach to strategic planning for the Project.

Neil Smithson was one of seven Western Australians who attended the Commonwealth Study Conference 2003 held in Australia & New Zealand. This conference for prospective future leaders of Commonwealth Nations was chaired by the former Governor-General of Australia Sir William Deane, and hosted by His Royal Highness the Duke of Edinburgh Prince Philip (represented by HRH Princess Anne).

Neil Smithson is also a former Senior Vice-President of the Albany Chamber of Commerce & Industry and a Past-President of the Rotary Club of Albany.

### Conflict of Interest

Smithson Planning can see no basis for a conflict in interest in this project by virtue of our involvement. Smithson Planning maintains the highest standards of industry practice and can demonstrate the quality of our processes and documentation procedures.

### Fee Structure

A \$110.00 fixed hourly rate (excludes GST) is proposed for the professional services of Mr Smithson (duration of contract and any additional follow-up work for 6 months), and the preferred payment basis would be :

- ❖ 30% on appointment
- ❖ 40% at submission of Draft Report
- ❖ 30% on submission of Final Report (as certified practical completion).

<b>Budget Item</b>	<b>Amount</b>	<b>Rate</b>	<b>Cost \$ (excl.GST)</b>
<b><u>Neil R. Smithson</u></b>	200 hrs @	\$ 110.00 / hr	<b><u>\$22,000.00</u></b>
Motor vehicle travel	5,000 km @	\$ 0.50 / km	\$2,500.00
Communication & Materials	(Telephone, Courier, Postal, Facsimile, Etc.)		\$300.00
Office accommodation	CoM to provide access in Council office, telephone, photocopier		N/A
Advertising	No specific program		N/A
Editorial	20 hrs @	\$ 55.00 / hr	\$1,100.00
Word Processing	30 hrs @	\$ 35.00 / hr	\$1,050.00
Draft Report (Colour)	1 Copy @	\$ 100.00 / copy	\$ 100.00
Final Report (Colour)	4 Copies @	\$ 100.00 / copy	\$ 400.00
Final Toll Route Plan (Pamphlet)	2,000 Copies @	\$ 3.00 / copy	\$ 6,000.00
Electronic Copy (MS Office on CD Rom)	2 Copies @	\$ 25.00 / copy	\$ 50.00
Sub-Total (Excl GST)			\$33,500.00
GST			\$3,350.00
<b>BUDGET (Lump Sum incl. GST for Inception Report)</b>			<b>\$36,850.00</b>

This fee proposal remains applicable to 31 January 2005, and Smithson Planning would reserve the opportunity to review the fee structure in accordance with CPI variation (were that to become relevant).

The budget does not provide for project education or GIS information management – Smithson Planning would seek to use the facilities of either the City of Melville or the WA Department for Planning & Infrastructure for GIS support (quid-pro-quo basis), and negotiate a separate advertising program for project education as may be deemed appropriate by the Councils.

### Referees

Smithson Planning's nominated referees for this project are :

- |  |                                       |                |
|--|---------------------------------------|----------------|
| ❖ Mrs Glenda Bye, Project Manager      | WA Dept Premier & Cabinet             | 0417 927 483   |
| ❖ Cr Rusty Lee, President              | Ravensthorpe Shire Council            | 0428 721 611   |
| ❖ Mr Gordon Walmsley, Project Manager  | LandCorp WA                           | (08) 9482 7499 |
| ❖ Ms Jo Hummerston, CEO                | Albany Chamber of Commerce & Industry | (08) 9842 2577 |
| ❖ Mrs Pam Thorley, A/Director Regional | WA Dept Indigenous Affairs            | (08) 9235 8000 |

It is the corporate philosophy of Smithson Planning to :

- ❖ Act with integrity and empathy
- ❖ Plan holistically and challenge accepted paradigms

- ❖ Think laterally and provoke unconventional solutions
- ❖ Recommend pragmatic action.

### **Support Material**

Please find attached supporting material:

- ❖ Our Services Statement for Smithson Planning
- ❖ Capability Statement – Project Management & Strategic Planning
- ❖ Curriculum Vitae / Resume – Neil Smithson.

### **Summary**

A do-nothing strategy is not really an adequate long-term response to the issues surrounding use of the Leach Highway Road Reserve. In our opinion, the Councils concerned would all be much better off if they pro-actively address the problem of heavy freight transport to deliver a preferred design solution.

I believe a Heavy Freight Toll Route in the manner described would deliver that design solution.

If deemed appropriate by the four local governments, an inception report would be developed in the manner proposed with the view to firming up design expectations and operational circumstances of the Toll Route.

The Councils could then collectively and consistently engage State & Federal Government immediately after the 2005 Western Australian State Election for a commitment to detailed feasibility work.

Specific attention would then be given to :

- ❖ Project Objectives
- ❖ Project Tasks
- ❖ Project Outcomes
- ❖ Methodology
- ❖ Key Result Areas
- ❖ Community participation
- ❖ Project management & reporting.

I trust our proposal is satisfactory, and we look forward to further discussions on this matter.

Yours faithfully  
SMITHSON PLANNING

### **NEIL R. SMITHSON**

Managing Director  
PIA, EIANZ, NELA, AAPC, LGPA, NTWA, FDI, CSC 2003

**Project Mapping**

**Our Services – Smithson Planning**



**Capability Statements – Project Management & Strategic Planning**

**CV & Resume – Neil Smithson**