

HENLEY BROOK AVENUE — FUNDING

Grievance

MS R. SAFFIOTI (West Swan) [9.41 am]: My grievance to the Minister for Transport is about a prospective road in my electorate.

The minister is well aware of the enormous growth in the Lord Street corridor through the suburb formerly known as West Swan. It is predicted that within the next 10 years, 33 000 people will live in the Lord Street corridor—that is enormous growth. Of course, the populations of Ellenbrook and Aveley continue to grow. These suburbs are primarily serviced by two roads—Lord Street and West Swan Road. The minister is aware of the enormous traffic pressure on those particular roads; pressure that will only continue to grow over the next five to 10 years, and that is growing every day as new homes are built throughout the Lord Street corridor.

As part of the Swan urban growth corridor plan, it is proposed to build Henley Brook Avenue—from Reid Highway through to Gngangara Road. A major connecting road, Henley Brook Avenue will, significantly, service the Whiteman Edge residential estate, which the minister launched about a month ago, and St Leonard's and a number of other residential estates emerging in that growth corridor.

Henley Brook Avenue will also be a major feeder route for Ellenbrook and Aveley. It will be a very significant road. Currently listed as something to be done in the next few years, no time frame or funding has been identified by the City of Swan. Henley Brook Avenue is part of the developer contribution plans for the process and the City of Swan is asking landowners, as part of the West Swan east district structure plan, to pay entirely for Henley Brook Avenue.

Mr T.R. Buswell: Members, It is asking for a contribution to pay for the portions of Henley Brook Avenue —

Ms R. SAFFIOTI: Oh, it is to Harrow Road.

Mr T.R. Buswell: Yes. And relative to —

Ms R. SAFFIOTI: Sorry. I am saying that developer contributions are being asked for, for the entire —

Mr T.R. Buswell: It is not entirely, because some of that land has already been purchased by either the City of Swan or the WA Planning Commission.

Ms R. SAFFIOTI: Yes, but some of the land purchased was included in the draft DCP and has been removed from the final consideration —

Mr T.R. Buswell: But some of that land, because that particular portion of Henley Brook Road west, or whatever it is called —

Ms R. SAFFIOTI: Minister, I do not have much time. You can explain that later.

Basically —

Mr T.R. Buswell: I have been out there a couple of times.

The SPEAKER: Thank you, members. It is the member for West Swan's grievance.

Ms R. SAFFIOTI: I am open to hearing the minister's views, but I understand that the cost to construct Henley Brook Avenue, from Reid Highway to Harrow Street, is about \$12 million; from Harrow Street to Park Street is about \$8 million; and I would like to know the cost of construction from Park Street to Gngangara Road, because we could not find out that cost.

It is a significant road that will, as I have already said, be of major regional significance.

Mr T.R. Buswell: Is that the cost of land acquisition only?

Ms R. SAFFIOTI: No, and construction. What information does the minister have?

Mr T.R. Buswell: I will tell you.

Ms R. SAFFIOTI: Okay.

Henley Brook Avenue will be a significant feeder road to Ellenbrook, Aveley and the other residential estates currently under construction.

I know that the City of Swan has made some representations to the minister, and we are now seeking a commitment from the state government to help fund the land purchase for and construction of this road. We seek this for two reasons; the first of which is the traffic issue. I have already said that I think it is important that Henley Brook Avenue be constructed as soon as possible because it will reduce traffic pressure on Lord Street and West Swan Road; pressure that is growing every day as new homes are built throughout that corridor.

The traffic issue is a key reason that we are asking for a commitment from the state government. Although currently not under the governance of Main Roads, it is already, to my mind, a regional road with the significance of a Hepburn Avenue. I understand that the state government contributed to the construction of Hepburn Avenue between Beechboro Road and Alexander Drive because it realised the significance of Hepburn Avenue as a major east–west connecting route. I believe the state government has a role to contribute to a road that will service not only one or two suburbs, but an entire region. I believe that Henley Brook Avenue will service the entire region and therefore the state government should contribute.

I refer now to the issue of housing affordability. I think that the concept of developer contribution plans are a good thing, but there will always be debate about what is in and what is out of the basket. I understand that the West Swan east developer contribution for landowners is about \$33 000. That is pretty high and is very high compared with other residential suburbs being developed.

Mr T.R. Buswell: Member, I think that about \$2 000, give or take, is for the purchase of the land for the road.

Ms R. SAFFIOTI: Yes, but I think that a high proportion of that \$33 000 is for construction, minister. I am pretty sure that the DCP covers construction together with the land purchase. I am pretty sure about that!

As I was saying, this has an impact on the issue of housing affordability. Although I have said DCPs are a good thing, for the fact that they help councils fund local area infrastructure, we have to ensure that we do not put too much into those DCPs because that will impact on the price of land. I repeat: the West Swan east DCP is calculated to be \$33 000 for each landowner, which is significantly higher than the DCPs calculated for surrounding areas and which will have a major impact on housing affordability.

I seek from the minister today clarification of the state government position in relation to planning for Henley Brook Avenue; to know whether the government is committed to providing funding for both land purchase and construction; and, finally, any time frame the government has with regard to the building of what will be a significant road in this area.

MR T.R. BUSWELL (Vasse — Minister for Transport) [9.48 am]: Thank you, member. I am interested in your interest in Henley Brook Avenue and, without appearing to be a little facetious, note that it is funny how quickly a railway line for Ellenbrook has been forgotten!

Ms R. Saffioti: Forgotten by you, you mean! You have more front than Myers, you guys!

Mr B.S. Wyatt: It has been forgotten by the government.

Mr T.R. BUSWELL: We are not building it.

Ms R. Saffioti: You forgot it, the day you won the election.

Mr B.S. Wyatt interjected.

Mr T.R. BUSWELL: We are not building it.

Ms R. Saffioti: Not building it! It is about the first time that you have actually said that.

Mr B.S. Wyatt interjected.

Mr T.R. BUSWELL: I told the member that four weeks ago.

The SPEAKER: Order! The member for West Swan has a grievance before the house. I expect the minister to respond to it—not other members.

Mr T.R. BUSWELL: Thank you, Mr Speaker.

I was merely making the point that for two years the most significant piece of transport infrastructure in this electorate was the railway line. Given that the Labor Party refused to commit to fund the \$700 million-plus railway line, it has now become another road. I have visited the site of this road at the north and the south with both the very good member for West Swan —

Ms R. Saffioti: No, you didn't!

Mr T.R. BUSWELL: Sorry?

Ms R. Saffioti: Swan Hills, you mean.

Mr T.R. BUSWELL: It was the member for Swan Hills. I was in the area with the member for West Swan, but she did not come in the little van with us when we went around with the mayor.

Ms R. Saffioti: No, you never invited me. I was most upset!

Mr T.R. BUSWELL: Yes, I could tell.

Anyhow, I am very familiar with the layout of the road that the member is talking about. The member is right: Henley Brook Avenue will, in due course, be an important piece of infrastructure. From a government point of view, other important pieces of road infrastructure in the puzzle are in this area—none more so than the Perth–Darwin highway.

Ms R. Saffioti: When are you going to do that?

Mr T.R. BUSWELL: There is now \$10 million in the budget.

Ms R. Saffioti: Oh, yes. So this is the other Ellenbrook rail line that you are committing to. You're not doing anything. You're allocating \$8 million of funding. How much is the total cost—\$800 million? I mean—seriously!

Mr T.R. BUSWELL: I will explain why, member.

Ms R. Saffioti: Seriously!

Mr T.R. BUSWELL: We wrote to Hon Anthony Albanese —

Ms R. Saffioti: Did you put it in the Infrastructure Australia round?

The SPEAKER: Member for West Swan —

Ms R. Saffioti: He interjected all the time.

The SPEAKER: — you have made a grievance, and I expect that you want a response to that grievance. If you continue to interject, the minister will not provide it. It is quite simple.

Mr T.R. BUSWELL: We wrote to Hon Anthony Albanese seeking —

Ms R. Saffioti: Did you put it in your Infrastructure Australia funding bid?

Mr T.R. BUSWELL: I do not have to answer, Mr Speaker; I can easily go on.

Ms R. Saffioti: No, you didn't.

Mr T.R. BUSWELL: But we wrote to him about it —

Ms R. Saffioti: No, you didn't.

Mr T.R. BUSWELL: — and his response was that he would not fund it. We thought the best thing we could do —

Ms R. Saffioti: Have you actually done the planning?

The SPEAKER: Member for West Swan, I have given you some advice, and I will give this advice to everybody in this place. There is an opportunity to make a grievance, and I would expect that most members expect a response to what they have asked. Most members in this place, I would expect, do not want other people continually interjecting on their grievance. It seems curious to me, member for West Swan, that you are continually interjecting on your own grievance when the minister is attempting to provide some responses.

Mr T.R. BUSWELL: I am trying to put this very important road into context. All I have said is that it was the case that the railway line used to be the most important piece of infrastructure. It now is not, because the Leader of the Opposition refuses to fund it.

Ms R. Saffioti: No; that's what you said. You said it was the most important; now you say it is not. What a shifting—the member for Swan Hills said it was; now he says that PDH is the biggest priority.

Mr T.R. BUSWELL: I am now saying that, from our point of view, the upgrade of Lord Street as part of the Perth–Darwin highway project is the most significant piece of road infrastructure in this area. That has been pointed out to me by the Mayor of the City of Swan and by the member for Swan Hills. It has also been pointed out to me by people I have met when I have visited him in his electorate in Ellenbrook. The commonwealth will not fund it yet; we have put in \$8 million to \$10 million to assist in the initial planning, and we hope that at the appropriate time the commonwealth will engage with us, the Liberal–National government, to deliver that important piece of infrastructure. There is no doubt that the upgrade of Lord Street, via the Perth–Darwin highway project, will take traffic pressure off this area. As an interim, again, with the support of the member for Swan Hills and local government, we have committed to put in signals at the intersection of Lord Street and Reid Highway. We have agreed to put in either signals or a roundabout at the intersection of Drumpellier Drive—my favourite road name in Perth—and Gnangara Road, and we have agreed to upgrade the section of Gnangara Road between Drumpellier and Pinaster Parade. These are all things about which I think the local community is pretty happy.

As we move forward, as the member pointed out, there are some issues around Henley Brook Avenue, which will be an important road link between Reid Highway north and the northern bit that runs up into Gnangara

Road—the section built right at the top. That is what we went and looked at that day with the mayor. That will then run into that Ellenbrook–Aveley precinct. The challenge at the moment is the mechanism by which the City of Swan accumulates the funding needed for the purchase of land, and also for construction, and then how that is shared across the landowners. Effectively, two or three major parcels of land are involved as we move between Reid and Gnangara and down the proposed Henley Brook Avenue. In the middle is a big Bush Forever site, the land that was acquired by the state as part of that Bush Forever acquisition. To the south is the West Swan east subdivision, as the member pointed out. Some of the land required for the road reserve—not necessarily the construction; I acknowledge that point—was purchased by the City of Swan, and some of the land was purchased by the Department of Planning as part of the development of that road reserve. That leaves two sections, if I could put it that way, north of Youle-Dean Road. One of those sections is generically termed Albion, and the section to the north of that is that area where people have, at this stage, decided to keep it in that rural–agricultural zoning.

When we talk about the funding mechanism, there are four distinct components to that road. In relation to West Swan east, some ongoing debate is taking place between the city and some landowners about the size of the developer contribution, and there is ongoing discussion between the Department of Housing, the City of Swan and the Department of Planning about how we fund the section between Youle-Dean Road and, effectively, Park Street.

Ms R. Saffioti: What have you got as the total project cost of that?

Mr T.R. BUSWELL: I can show the member the City of Swan minute; I have to read through it, as I just found it then. My advice is that the land acquisition component is around \$10 million. Again, the Minister for Planning and I met about this yesterday ahead of any knowledge about the grievance. I met with the City of Swan, and I have had a subsequent meeting with the City of Swan to work a way forward through this, and I met yesterday with the Minister for Planning.

[Interruption.]

Mr T.R. BUSWELL: Is that ringtone *Bad to the Bone*? Seriously!

We are aware of the issue, and we are trying to progress a solution to the issue that reflects, in particular, housing affordability outcomes.