

ARMADALE REDEVELOPMENT BILL 2001

Second Reading

Resumed from an earlier stage of the sitting.

MR ANDREWS (Southern River) [2.41 pm]: I will not labour the point. As I said before question time, my support for this Bill is delivered with great enthusiasm. The redevelopment is a way to promote youth employment and to ensure that the future of the City of Armadale includes great economic and environmental growth. I also mentioned the various aspects of the redevelopment, particularly the railway station precinct, which will be a boon for the city. One point I wish to make concerns the enthusiasm with which the City of Armadale has received the redevelopment authority. It is something for which the city has pushed for many years and I have been told that it has been positively received.

One point that is continually made is that this is not simply about the redevelopment of a few buildings, transport areas and so on, but also a signal to the business community that Armadale is set to go. The point has been made that as soon as one business moves into the city, others will surely follow. The redevelopment of the transport facilities and the extension of Tonkin Highway will provide an ideal opportunity for corporations that need large tracts of cheap land on which to build new facilities. These complete and complex transport systems will allow local businesses to access the airports, harbours and other industrial areas such as Canning Vale. They will certainly provide easy access to the Brookton and South West Highways.

Of particular importance is the development of the Forrestdale business park, which originally was to be the Forrestdale industrial park. It is one of those areas that will develop to the point at which it will provide opportunities for businesses and youth employment.

Another aspect, which has not yet been spoken about, is the boost this will provide to local tourism. The nature of the tourism industry is changing due to recent events, which have been reported in the newspapers. I think local tourism will become more important than it has ever been before. The Cities of Gosnells and Armadale and the Shire of Serpentine-Jarrahdale offer great opportunities for tourism and tourism industries. This boost has been attempted in the past, but it has simply not been able to get off the ground. One of the reasons it did not get off the ground in the past was that there was no development authority to support it. One does not automatically think of the city of Gosnells as a tourist area, but the areas of that city that have wineries and so on are excellent. The shire of Serpentine-Jarrahdale has a particular type of tourism - equestrian tourism - which is quickly developing. The extension of bridle paths through the shire of Serpentine-Jarrahdale into the city of Armadale attracts people from all over Perth. The redevelopment of the city centre will provide greater impetus to the development of those related industries. The equestrian industry is a huge employer of people. Therefore, one of the great aspects of the city of Armadale and its location near rural areas is that this will become a major industry that will provide even greater employment. I welcome the redevelopment authority as a boost for local tourism.

I have no doubt that people will be appointed to the authority who will make sure that the community has full input in the redevelopment. I was privileged to be part of a workshop on transport routes and transport in general. The commitment to bring people together to get the best solution has been made and I am sure that it will be applied to Armadale. Once again, I congratulate the City of Armadale and the member for Armadale on the way in which this project is starting to come together. It is a great project for the south east corridor and for the shire of Serpentine-Jarrahdale and the city of Gosnells. All involved should be commended.

DR WOOLLARD (Alfred Cove) [2.46 pm]: I support the Bill. However, the second reading speech made little mention of whether sporting facilities would be part of the redevelopment of Armadale. The headquarters of Rowing WA is currently housed within my electorate. The Rowing WA facilities are about 40 years old and are not adequate to house people from schools or universities who wish to take up rowing as an activity. Rowing as a sport is increasing in popularity. It is a good venture for children and adults. More adults are taking up rowing these days. The current headquarters just south of Canning Bridge has severe parking problems, particularly when state regattas for girls and boys from different schools and universities are held. The parking can be hazardous. During the Estimates Committee, the Minister for Sport and Recreation was asked about rowing facilities for Perth. His response was that -

The question of an international standard facility for rowing has been talked about but there is no concrete proposal that I am aware of that has come forward. As I said, I have not seen the State facilities plan. I am assuming that that would be one of the areas that would have been looked at in that, but there is no provision in the budget for a rowing facility.

Extract from Hansard

[ASSEMBLY - Wednesday, 7 November 2001]

p5188c-5198a

Mr Paul Andrews; Dr Janet Woollard; Mr John Bradshaw; Ms Alannah MacTiernan; Speaker; Mr Martin Whitely; Mr Mike Board; Mrs Cheryl Edwardes

I have been approached by the President and the Secretary of Rowing WA. They would like to keep the current rowing sheds at Canning Bridge but have suggested that the Government consider developing a new state rowing centre as part of the Armadale redevelopment. I have listened to the debate in the House today. It would be a wonderful facility for the schools, unemployed youth and adults in the area. It would also encourage other people to visit the area. The member for Southern River spoke about tourism. The development of a state rowing centre in Armadale would encourage people from other areas of Perth to go to that area. I request that this facility be considered as part of the Armadale redevelopment, and I look forward to hearing from the minister that this will be given some consideration.

MR BRADSHAW (Murray-Wellington) [2.50 pm]: I do not oppose this Bill, but I am perturbed that certain squeaky areas seem to get the most grease, in the form of top-up funding. Over the nearly 19 years that I have been a member of Parliament, I have noticed that places like Bunbury and Mandurah, which are marginal seats, have received much more topping up of their facilities. On the other hand, electorates like Murray-Wellington, Collie and others in the country, do not get much at all.

Mr McRae: Especially over the past eight years.

Mr BRADSHAW: What is the member for Riverton talking about?

Mr McRae: I refer to the charade the House just witnessed during question time, when accusations were made that one vote, one value would in some way destroy services to the bush. We know about the distorted focus of the Opposition.

Mr BRADSHAW: In the 19 years I have been a member, I have seen the pork-barrelling that has gone on under both Labor and coalition Governments. I am not stating that only one side of politics is responsible; both sides have done it. I keep pointing out to the member for Bunbury that this does not work - it does not help a Government retain seats. It is about time Governments started to look at other areas in country towns which are suffering fairly dramatically. I would have thought Armadale was a fairly substantial area that was able to afford to upgrade itself, but now the Government is pouring millions of dollars into that area, while places like Pinjarra, Waroona, Harvey and probably even Collie do not get a mention. They miss out all the time. For example, the town of Harvey was promised underground power lines in the main street, as was Pinjarra. What has happened to the money for that? The project has now been put on hold by the Government. The Shire of Harvey has put a lot of money into upgrading the main street. It has put in the underground conduits to carry the electric wires, so the cost to Western Power would be limited.

Point of Order

Ms MacTIERNAN: Limited parliamentary time is available. Is the Speaker able to ensure that members address the Bill?

The SPEAKER: Some leeway can be given on this matter. The member for Murray-Wellington no doubt is addressing the concerns of his electorate in relation the Bill, but I do take the point. I am sure the member for Murray-Wellington knows that time is limited.

Debate Resumed

Mr BRADSHAW: I will try to get back to the Bill, but the facts are that political decisions were made before the last election to pork-barrel Armadale.

Ms MacTiernan: The Opposition's own spokesperson has said that it was a policy of the previous Government as well.

Mr BRADSHAW: I do not deny that. I did not say it was only the Government. I did not say both parties were doing it, but I will say so now.

Mr Birney: The minister is very touchy, is she not?

Mr BRADSHAW: She is very touchy. I have not denied that both parties said that they would pork-barrel Armadale and surrounds.

Mr McRae: The only time the member for Murray-Wellington admitted that was when he was shouted at. He should get on with it.

Mr BRADSHAW: I never said it was only the Labor Party that did the pork-barrelling, or offered to do so. I said that political decisions were made before the last election to pork-barrel Armadale, and the decisions were on both sides. I have already admitted that the Liberal Party pork-barrelled Bunbury and Mandurah. It is time the Government looked a bit further than just a few prime areas, and helped some of the other towns throughout

the country areas that are suffering dramatically. Millions and millions of dollars will be poured into Armadale. I do not begrudge Armadale and surrounds getting that money, but it is about time other places were looked at. Harvey was promised some funding for underground power, and that has now been put on hold - I do not know for how long. The Shire of Harvey got off its backside and put money into the project, and now it is being held up. Infill sewerage at Yarloop, which was a priority originally, has now been taken off the schedule. Sewage is running down the drains. It is disgraceful that millions will be put into Armadale while places in my electorate are being ignored.

MR WHITELY (Roleystone) [2.55 pm]: I will begin by addressing some of the comments of the member for Murray-Wellington. I agree that pork-barrelling is a problem that sees certain areas benefit at the expense of others. That is exactly what Armadale has suffered from. Armadale has always been a safe Labor seat, while, prior to my election, Roleystone has always been a safe Liberal seat. It has not received the attention it deserves, and it has suffered as a consequence. The broken promises of the previous Government on the Tonkin Highway extension and its failure to provide adequate road infrastructure to the south east corridor and a host of other facilities, indicate that Armadale, and the south east corridor in general, has suffered from the practice of pork-barrelling. I endorse the member for Murray-Wellington's comment about pork-barrelling, but he has picked entirely the wrong example. Armadale has been left behind, and it is because it has suffered as a result of pork-barrelling in other regions that I stand here as member for Roleystone. Perhaps if it had received its fair share in previous years, I would not be the member for Roleystone.

Mr Birney: Does that mean you will get the flick next time?

Mr WHITELY: If I am successful in helping to raise the socioeconomic status of my electorate so much that it becomes a more affluent electorate and I am voted out of office, I would have done my job, if the member for Kalgoorlie understands the principles that lie behind that. I look forward to increasing the affluence of my area, and giving it the sort of services it deserves, and perhaps increasing its prosperity, and taking some of the political risks that go with that.

I will speak briefly on how this affects the commitment of this Government to the south east corridor. The creation of the Armadale Redevelopment Authority is just one of a number of steps that have been taken to rejuvenate this area. Already, about \$11 million has been dedicated to the Gosnells revitalisation project, which, while not directly in my electorate, services that area. I applaud that development, which complements others. Attention at long last is being paid to the south east corridor, which will see economic development, opportunity, local jobs and other benefits for the entire corridor. I applaud the Bill and the money allocated to the Gosnells project, and the commitment to extend Roe Highway to Armadale Road by 2004 and to Mundijong by 2006. These were promises made by the previous Government, which it failed to deliver. I have spoken about that in the past, so I will not use my time to lambast the previous Government. Instead, I will praise the present Government for its commitment to bringing a bit of justice to the people of the south east corridor. Armadale itself is a particularly beautiful town. I have recently moved to Roleystone, and now live about six minutes away from Armadale. That is where my family goes shopping and looks for entertainment. While Armadale is beautifully located at the foot of the Darling scarp it does not have the resources and entertainment facilities other cities enjoy. I have recently moved from Fremantle and there are similarities between Fremantle and Armadale - Fremantle is by the sea and Armadale is by the hills. Both are in beautiful locations and are unique attractions.

Mr Templeman: Both have wonderful members.

Mr WHITELY: That is true - I could not agree more. The entrance to Armadale, Minnawarra Park, is a credit to the council. The gum trees that grow there help to make it a beautiful location. I was lucky enough to go to the Australia Day celebrations at the park this year, which were attended by 40 000 local residents taking advantage of that great facility. Unfortunately, Armadale itself has a great deal of promise that has not been realised. The shops, restaurants and cinemas that people expect in a city are not there. I applaud this opportunity to build on the strength of Armadale, which is in a beautiful and strategic location at the junction of Albany Highway, South Western Highway, Armadale Road and the Brookton Highway. I applaud this Bill, because it will give Armadale the chance to build on its advantages, and to fulfil its undoubted potential.

The minister said in her second reading speech that one of the outcomes she hoped to achieve from the redevelopment authority was to extend life in the town centre beyond normal business hours, differentiating the centre from its major competitors by introducing more main-street shopping, inner city housing and associated facilities, such as cafes, restaurants and entertainment facilities. I applaud that as an interested local member and resident. The redevelopment authority has a commitment to develop economic opportunities in the area. The Forrestdale industrial park, which is planned to be located near the junction of Tonkin Highway and Armadale

Mr Paul Andrews; Dr Janet Woollard; Mr John Bradshaw; Ms Alannah MacTiernan; Speaker; Mr Martin Whitely; Mr Mike Board; Mrs Cheryl Edwardes

Road, will give fantastic opportunities for Armadale to attract the type of industry it needs to provide local jobs. That will have a couple of benefits for Armadale. Not only will it create local jobs, but also it will allow for a greater commercial rate base for the City of Armadale. The city does a good job providing services on a very low commercial rate base. Unfortunately, it has to rely on its residential ratepayers to fund most of its activities. I look forward not only to the jobs that will be offered by the businesses that are attracted to Armadale by the Forestdale industrial park, but also to the opportunity for the ratepayers of Armadale to be able to share some of the rate base with commercial operators.

As I have said previously, Armadale has suffered as part of the south east metropolitan corridor and has been neglected. That has been reflected in the relatively low population growth rates in Armadale. Geographically, Armadale is a more attractive proposition for development than the areas further north around Midland. I know members who serve those areas will differ from me, but Armadale is a beautiful part of the world that has not been developed in the way it should. It is uniquely located to take advantage of its strategic transport position and this development authority will enable it to fulfil that potential.

I congratulate the work of the Minister for Planning and Infrastructure. She has a direct interest as the member for Armadale and has always been a staunch supporter of Armadale and its potential. Now, she is helping to fulfil that potential and has been working very closely with the Armadale City Council, which is ably led by Mayor Linton Reynolds. I am very confident that, as a result of the commitment shown by the introduction of this Bill, Armadale will begin to achieve its potential. I commend the Bill to the House.

MR BOARD (Murdoch) [3.03 pm]: I will not take up much of the time of the House. I have not spoken on the Bill yet, but I will make a couple of comments for the record.

First, I support the Bill and the establishment of the Armadale Redevelopment Authority. It is an important initiative for Armadale and for the city of Perth. However, one must ask why it is necessary to establish redevelopment authorities. We have seen the success of the East Perth and Subiaco redevelopments and, hopefully, this redevelopment authority will have great success. However, it makes a statement about our current system and how difficult it is for major development to occur across a raft of government agencies, whether they be commonwealth, state or local government. It also shows how difficult it is for competing agencies in the areas of transport, environment, tourism, education and health to work together. Because of the way we fund government agencies, their interest in what they do and their protection of that, it is often very difficult for them to coordinate their activities to achieve a maximum result for the community from dollars spent, regardless of whether those dollars come from federal, state or local government agencies or private sector investment.

How many times have members had difficulty dealing with their constituents' problems because they have received support from a number of government agencies or local authorities, but have been thwarted by red tape because an agency was concerned about a specific task? That red tape leads to delays, additional costs and so forth. We do not need to reduce our protection or walk away from important planning and infrastructure requirements. However, we can achieve better results when we adopt a more streamlined process. The redevelopment of East Perth and Subiaco would not have achieved anywhere near the same results had one-off development applications been used to which rigorous regulations would have been applied by the raft of government bodies involved. A redevelopment authority is created to streamline that process and bring people together. The success of these redevelopment authorities contains lessons for us as administrators and regulators on how we should look at the total picture so that we take advantage of the many opportunities in Western Australia, particularly in regional towns that also suffer from this problem. We should consider how redevelopment authorities produce these excellent results with extremely mixed developments working in an integrated way to the benefit of the community. The process might appear to be out of the square, but when it comes together it flows very well.

In support of the Bill I point out to the minister that this is a model, not in the strictest sense, that in many ways indicates the processes that can be applied across various areas to achieve the coordination of government activities in Western Australia.

MS MacTIERNAN (Armadale - Minister for Planning and Infrastructure) [3.08 pm]: On behalf of the community in Armadale, I thank members who have indicated support for this Bill. This legislation and the actions that will be made possible by it, are extremely important for the future of Armadale. I will not go into detail because some of the issues that have been raised, particularly by the member for Kingsley, will be discussed in the consideration in detail stage. The members for Kingsley and Murdoch made some interesting observations about some of the conceptual principles that lie behind development authorities, when they are appropriate, and the guiding principles that should determine the formation of development authorities. The factors that should be taken into account when making a decision include the scale of a project, because some

redevelopments such as town-centre or main-street redevelopments are obviously not of a large scale but which warrant the support of a redevelopment authority. Another factor is the strategic importance of the area. Areas such as Armadale and Midland are of considerable strategic importance in our metropolitan region scheme. The centrality of public sector investment and the delivery of services to stimulate growth are other factors as is the importance that the public sector plays in the overall project. The capacity and confidence of the local authority to embark on such a project and the support of the local authority and community must also be considered in the formation of a redevelopment authority. In some cases, redevelopment authorities cut corners in the democratic process when trying to achieve an outcome, and for this reason it is the Government's view that this device should be used sparingly. However, where there is strong support from the elected representatives and the local community, it can deliver the types of synergies and streamlining that are warranted and to which the member for Murdoch referred. There are issues about why Armadale needs this, and why it finds itself in this plight. I believe that one of the problems over the past few years has been that we have not given enough attention to the role of Armadale, and we have allowed certain other centres to expand well beyond their proper capacity. That has acted as a bit of a black hole for both public and private investment to the disadvantage of those nominated strategic regional centres. I note that some rival centres have been allowed to expand well beyond the levels that have been recommended by the Western Australian Planning Commission. To some extent one could argue that the decisions of government have directly contributed to the difficulty in which Armadale finds itself.

The members for Kingsley, Southern River and Roleystone referred to the fact that Armadale is considered somewhat of a backwater at the moment. It has an image problem that has driven land values down to such an extent that it has made it unattractive to subdivide. There is plenty of land around Armadale -

Mr Birney: What is the image problem?

Ms MacTIERNAN: The image is one of an area that is not at all desirable. For example, part of the image problem relates to problems on the train line, and the Government has taken great strides to address that issue. If a barney occurs it is reported on the nightly news as an unattractive incident on the Armadale train line; even if it did not occur on the Armadale line, people credit the incident to that line. There is a negative image in the eyes of many - but not all - and that translates to a desire by many Armadale residents to rebadge their portion of the suburb with another name. I think that is papering over the cracks; we need to address the image. There is plenty of land, but because of the low cost of that land it is unattractive for subdivision, and that has created a distortion within the metropolitan scheme because it means that the south east corridor is not producing its share of the population growth. Although we are on the urban frontier, at Armadale Senior High School, and more particularly at Cecil Andrews Senior High school, numbers are declining sharply. There are employment issues and some of the research that has been contracted by the City of Armadale is interesting. We are trying to address unemployment in some of the traditional ways through the Forrestdale regional park, which we are making a reality through the extension of the Tonkin Highway. However, research has shown that access to the available jobs particularly for young people, relies on knowledge of the local network. If people do not live in the community in which those jobs are based, their chance of breaking into that network is limited. It is the modern variant of "it's not what you know, but who you know", and these days that network seems to be more important. If we do not have those types of jobs in Armadale, our kids miss out. It is not a matter of the inconvenience of their having to travel elsewhere; they do not have the same entree to that employment path. It will be a challenge to get this up and running financially, unlike the projects in East Perth, Subiaco and Marlston Hill, all of which had relatively high land values. They also had the benefit of the federal Labor Government's Better Cities funding. We have neither those high land values nor the benefit of a generous federal Government - although that might change after Saturday - to assist with the reconstruction of a community.

The member for Kingsley reflected on economic and social development. That is absolutely fundamental, and that is why we are creating a redevelopment authority. The redevelopment authority is not fundamentally about improving the built environment; the reason we want to improve the built environment is that we want to deliver economic outcomes for that community and we want those economic outcomes to feed into the social outcome. We believe that the importance of providing opportunities and confidence for our community is very much at the core of what we want to do with this redevelopment authority. The member for Kingsley queried the committees and mentioned a letter from the Urban Development Institute of Australia, suggesting that we should be considering appointing people from outside the area with strong business skills. I concur with that entirely. We need to get Armadale connected and into the loop of investment and decision making. We need someone who can go out and champion Armadale within the broader investment community, and because that will be the board's objective, I am keen to ensure that we have in place a community reference group that will feed into the board. We want the board to consist of people who have a high level of skill and who will be able to bring something unique to Armadale. In order to deliver community aspirations at the same time we need to link that in via the community reference group. Although we talk about pluralities in the legislation, it is my intention to appoint only a single committee. However, under this legislation the board will have the power to appoint other

Mr Paul Andrews; Dr Janet Woollard; Mr John Bradshaw; Ms Alannah MacTiernan; Speaker; Mr Martin Whitely; Mr Mike Board; Mrs Cheryl Edwardes

committees if it so desires. We can discuss most of the other issues in the consideration in detail stage. The member for Southern River talked about the positives and the negatives of the gateway versus the end of the line. We can translate those into real positives, and make Armadale a link between the country and the metropolitan area. That is what we want to do with the redevelopment around the railway station precinct. We note, for example, that the *Australind* enters Perth via Armadale, so those linkages exist. Armadale is on the cusp but the Brookton, South Western and Albany Highways connect it as a transport link into the country areas.

I found the comments of the member for Murray-Wellington extremely unfortunate. I suggest that he visit Armadale and see for himself the challenges facing the schools and the community. He will find many but not all areas of Armadale facing some of the greatest challenges in the metropolitan area. We have a higher than average unemployment rate, an Aboriginal community that is searching to find its way and a great many people who are reliant on social welfare. His comments are most unfortunate, particularly after I was nice enough to visit Waroona recently to announce \$60 000 of funding for a new railway station there, much to the pleasure of the local community. I am glad to see a Labor Government acting without fear or favour and not pork-barrelling. The comments of the member for Murray-Wellington were particularly silly when one considers the plight in which Armadale finds itself, which, to some extent, has been the result of broader planning policies.

I say to the member for Alfred Cove that Armadale would love to have Rowing WA. The Government hopes to achieve that as part of the Champion Lakes development. I am sure my good friend the Minister for Education will encourage the use -

Mr Carpenter: We can conspire together.

Ms MacTIERNAN: We can conspire to get a new facility for kayaking at Champion Lakes also. The member for Alfred Cove can assure Rowing WA that it will be most welcome out there if the Government can get the Champion Lakes development up and running.

Mr Ripper: It sounds like there is plenty of good work for your friend the Treasurer as well!

Ms MacTIERNAN: Absolutely. He can find those hollow logs for us, or not look too closely at ours!

I look forward to this Bill passing through this place as quickly as possible so that we can get on with the important work.

Mr Bradshaw: Before you sit down, I would like to say in my defence that I was not overly critical of Armadale getting the money. I said I supported it in the sense that we should examine some of the other places that have similar problems.

Ms MacTIERNAN: I said we are. As I said, we are doing a lot of work in Waroona on a strategic site study. We are trying to see what we can do to improve the growth of the communities down there. I thank members very much for their support.

Question put and passed.

Bill read a second time.

Consideration in Detail

Clauses 1 to 3 put and passed.

Clause 4: Redevelopment area defined -

Mrs EDWARDES: The land referred to in this clause is outlined in schedule 1. Subclause (2) provides for regulations to amend schedule 1. Those amendments include an increase to the redevelopment area or replacement of parts of the redevelopment area. The clause is consistent with provisions in other Acts dealing with redevelopment authorities. Is it expected that the redevelopment area will be expanded, given that it does not take into account all of the issues that need to be addressed in revitalising the whole of the Armadale-Kelmscott area? If it is expanded, it must be referred back to the City of Armadale. On looking at the broader regional picture, the clause does not refer to land outside the local council boundaries. Obviously there are issues dealing with Gosnells, which also has its own revitalisation plan. Is consideration being given to interacting and complementing those two areas? Serpentine-Jarrahdale has a similar revitalisation plan. Will consideration be given to link up in some way what is occurring in Serpentine-Jarrahdale?

Ms MacTIERNAN: We have discussed with the City of Armadale some areas that might be the subject of expansion. We are considering bringing into the area a property of the Department of Housing and Works in Brookdale to see whether we can build a high standard of residential development.

Mrs Edwardes: Is that a Homeswest development? One issue you raised in previous debates was the need to ensure diversity in housing developments.

Mr Paul Andrews; Dr Janet Woollard; Mr John Bradshaw; Ms Alannah MacTiernan; Speaker; Mr Martin Whitely; Mr Mike Board; Mrs Cheryl Edwardes

Ms MacTIERNAN: Absolutely. We are considering housing along the lines of the Ellenbrook development, which was done by the private sector. We would consider a mix of that order. We are seriously considering the possibility of bringing into the Armadale area the Kelmscott railway precinct and the Kelmscott shopping centre and all of the area on the railway side of Albany Highway around the Kelmscott railway station. There has been a consolidation of landholdings, and a bit of government land exists there also. Next year we will commence an inquiry by design for that Kelmscott area. The logical conclusion might be to extend that work later. We are not considering Gosnells at this stage. Gosnells is confident, has developed its own strategic plan and is comfortable with the direction in which it is going. As I said, we must choose the places in which it is necessary to do this type of work. The fact that Armadale is identified in the metropolitan region scheme as a strategic regional centre gives us the focus to form a redevelopment authority. We must correct a substantial imbalance in the way in which the population growth has spread. As I said, substantial government infrastructure in that area is under-utilised, such as the rail line and the schools.

Mrs Edwardes: I forgot to ask someone at the City of Armadale the number of residences in the area. Does the minister know?

Ms MacTIERNAN: I think the figure is about 60 000. There are enormous areas of land that are within the urban zone that are not moving because the cost of redeveloping them is so high. A lot of the land is low-lying. The cost of redevelopment of each block is about \$40 000. People do not recover that sort of money on the land prices. It is a cyclic problem. We must intervene to lift the image of the area and lift land prices. We do not want them to go too high because one of the positives is that the area provides affordable housing for many people. We are not trying to yuppify Armadale or push out low-income people. We want to provide for them. Many people lack confidence in the area because they feel they are not able to trade up because prices in Armadale have remained fairly static.

Clause put and passed.

Clause 5 put and passed.

Clause 6: Authority established -

Mrs EDWARDES: Subclause (4) provides for the authority to use and operate under one or more trading names. Subclause (5) refers to a trading name that can be an abbreviation of the authority's corporate name or a name other than the authority's corporate name. That appears to be unusual. What is anticipated by that?

Ms MacTIERNAN: It is just for marketing purposes. The more successful developers advise that it is not only the quality of a development that matters but also the capacity to market the development. The clause allows the authority to badge certain developments under other entities if it believes there is a marketing advantage. That is the rationale.

Clause put and passed.

Clause 7: Board of management -

Mrs EDWARDES: This clause establishes the board of management and outlines the "relevant qualification". The board will comprise six people, appointed in writing by the minister. Four of them are to, in the opinion of the minister, have a relevant qualification; they will be ministerial appointees. Two will be members of the Council of the City of Armadale as nominated by that council. The Midland Redevelopment Authority had five members. I am not sure how many members the Subiaco Redevelopment Authority had.

Ms MacTiernan: I think it had five members.

Mrs EDWARDES: How was the figure of six determined?

Ms MacTIERNAN: From the experience of the Midland Redevelopment Authority, it was my view that there was not enough capacity to ensure a range of skills. I am very keen to get a mix of skills. In configuring that, I did not believe that five members would be enough, bearing in mind that two of them would be council nominees. We must get people from outside who have a very high order of business contacts. We want people on the board who have a real understanding of the local community. To some extent, that will be provided by the council. We want to maximise our chances of getting the appropriate sets of skills.

Mr BRADSHAW: I do not have a problem with the number of members of the board, but I have noticed down my way that people are choosing to move closer to the coast rather than live inland. Armadale may be in a similar situation. We must look at different ways of attracting people to live in the area.

One of the ways to do that is to come up with more lifestyle blocks, not just have ordinary urban blocks. Ordinary urban blocks are obviously needed for people who cannot afford lifestyle blocks. It is important that somebody from the Department for Planning and Infrastructure be appointed to the redevelopment authority so

Mr Paul Andrews; Dr Janet Woollard; Mr John Bradshaw; Ms Alannah MacTiernan; Speaker; Mr Martin Whitely; Mr Mike Board; Mrs Cheryl Edwardes

he or she can look at those sorts of issues. He or she will know how to get them through the planning process. People may have good ideas but unless they know someone who knows his way through planning processes, things often do not go anywhere. It is important that these aspects are looked at for Armadale. There are other ways to attract people there rather than just putting in ordinary blocks and tarring up the town so that it is more attractive. Just doing that is all well and good and makes people feel good for living there, but there is a tendency now for people to move from inland areas towards the coast. The minister said earlier that school numbers are decreasing. Younger people need to be attracted to the area. Lifestyle blocks are the way to go. Someone from the Department for Planning and Infrastructure is needed to help with that process.

Ms MacTIERNAN: The area has many lifestyle blocks. The member for Roleystone's electorate is part of the City of Armadale and has a substantial proportion of lifestyle blocks. It is important to have a planner on the redevelopment authority board. When I visit estates such as Ellenbrook and those developing on the northern beaches, I am struck not just by their proximity to the ocean - although that is clearly part of the attraction - but also by the quality of the developments. The quality far exceeds anything that has happened around Armadale. It is important that we have people on board who will attract developers with skills and the understanding to put in place good quality developments that provide the sort of ambience that will attract people. Ellenbrook is inland. The estate has made extraordinary use of water, notwithstanding that there have been a few blues with the Water Corporation. The developers of the estate believe that what they do is sound environmentally. We recognise that we must do something to compensate for the fact that Armadale is not on the coast and does not cater for people who want to live on the coast. It is a reason that we want our agencies to be involved with the redevelopment authority. We must ensure that the skill levels in the agencies and the Department for Planning and Infrastructure are fed directly into the redevelopment authority.

Clause put and passed.

Clauses 8 to 10 put and passed.

Clause 11: Use of government staff and facilities -

Mrs EDWARDES: This clause will be the key to the success or otherwise of the redevelopment authority, given that the authority will not have its own chief executive officer. As I understand it from media reports, the authority will have its own office. Who is expected to staff the office and how many staff are anticipated? The clause pertains to the use of government staff and facilities. The terminology used is interesting. Will the minister clarify what "make use of" means? Does it refer to a secondment of staff from her department on either a part time or full-time basis? What will it cost the redevelopment authority? Does "make use of" mean additional costs to the \$1 million already mentioned? During the second reading debate I raised the issue of the conflict of two masters. If such people are not seconded to the office and it is only a matter of making use of facilities and services of people in the minister's departments and agencies, they are effectively being asked to do some of the work. Under the Bill, it is proposed that they report back to the authority. However, they are still employed under the Public Sector Management Act, and, therefore, there is an officer to whom they report directly. How will that work when they are reporting to the authority at the same time as they are reporting to an officer, as required under the Public Sector Management Act? What will happen if there is a conflict between some work that the officer of the department or agency is asked to carry out, maybe under a policy direction - it is difficult to anticipate what that might potentially be - and what he is asked to do by the authority? How is that conflict likely to be resolved?

Ms MacTIERNAN: It is anticipated that service agreements will be entered into with the respective departments and agencies to set out those lines of authority. Whether they will be charged will depend to some extent on the agency, its resources and its legal capacity to do so. The Department for Planning and Infrastructure provides considerable services to Midland. Much of the planning work for Midland, for example, is done by DPI staff. There will not be any essential difference in that arrangement. However, the precise interrelationship will be set out in the service agreement, and to some extent that will be worked through with the board. We need to get the board up and running so that all that detail can be sorted out. We anticipate that there will be a project officer, who will probably be on about level 8. That officer will be based in the Armadale office and will have project responsibility.

Mrs Edwardes: Has this accommodation been allocated?

Ms MacTIERNAN: No, because we are waiting to get this legislation in place so that we will have the entity that is capable of entering into the arrangements. There will be a project officer and some administrative support staff. Obviously, in the initial phases, we will be developing the master plan - that will happen over the next year - and doing the planning for the railway station, because money is in the budget for that.

Mrs Edwardes: You are shifting that.

Mr Paul Andrews; Dr Janet Woollard; Mr John Bradshaw; Ms Alannah MacTiernan; Speaker; Mr Martin Whitely; Mr Mike Board; Mrs Cheryl Edwardes

Ms MacTIERNAN: Yes, we are moving that up in line with the Jull Street mall. It will then interact more profitably with the Jull Street mall, to get a flow of pedestrians through that mall and, in turn, feed people back through it. It will also act as a landmark, and it will be almost an urban-form completion for the mall.

Mrs EDWARDES: It appears to be anticipated that it is only the departments, agencies or any instrumentality covered by an Act under the minister's administration, not other departments or agencies.

Ms MacTiernan: That is correct.

Mrs EDWARDES: Yet there could easily be other departments and/or agencies that would have the necessary skills or expertise that the authority could tap into.

Ms MacTIERNAN: This clause was included to ensure that there would be a certain control over the processes. However, if, for example, areas of expertise are not represented in our agencies, we could always apply to those other agencies to second those people to one of our departments or agencies, and, through that, work back into those departments. During the second reading debate the member spoke about cost saving. However, that is only part of it. A large part of this is our concern that as the redevelopment authorities proliferate, the bank of available people with the appropriate skills in urban design, under the livable neighbourhoods principle, will dissipate. We are trying to hold together a critical mass of skill, so that those people can service all those areas, rather than it fracturing into the separate agencies.

Clause put and passed.

Clauses 12 to 15 put and passed.

Clause 16: Economic and social development -

Mrs EDWARDES: This clause deals with economic and social development, and it is a totally new clause for a redevelopment authority. Clause 15 is a standard clause that deals with planning and development control. Under clause 16, the authority must identify opportunities for investment, although it probably could do that under clause 15. A number of the functions outlined in clause 16 could be done under clause 15. However, essentially, this clause gives a specific charter. I take it that that is one reason that the clause has been drafted in this way. It spells out clearly what must be done, and it probably amplifies clause 15, rather than being a separate clause to deal with only economic and social development. Whatever is done under clause 16 is done under planning and development for the area in any event.

Ms MacTIERNAN: I guess we wanted to make it clear that there was this broader function. When one is dealing with Marlston Hill, East Perth or Subiaco, there is no need to engage in social and economic development. To some extent those areas, by their very location, and the value of the real estate, will be able, in an economic sense, I suppose, to look after themselves. What we are trying to do with the Armadale Redevelopment Authority is not only to provide a prettier town centre, but also we are aiming very much at attracting business into this area so that we can produce economic opportunities for our community. Armadale has a higher level of unemployment than elsewhere. It does not have a major industrial area at this time. We will have to work very hard to make the Forrestdale industrial park work. It will become a far more prospective project once the Tonkin Highway goes in. Nevertheless, it will require a major effort. In Armadale, in particular, the redevelopment authority must actively grab business and opportunities, and bring them back into the centre. It will not happen if only a pretty place is provided, as has arguably happened in East Perth.

Clause put and passed.

Clauses 17 to 19 put and passed.

Clause 20: Compulsory taking of land -

Mrs EDWARDES: This looks like a pretty good clause under which to raise questions about heritage and the process involved.

Ms MacTIERNAN: This is similar to clause 17(6), which provides that "in performing its functions the Authority must have regard to, and must seek to enhance and preserve, the cultural heritage significance of the redevelopment area". That is the same as section 25 of the Midland Redevelopment Act, and section 49 of that Act, which provides that a development proposal must be approved by the minister as is the case with all the other development authorities. The definition of "development" in clause 3, the interpretation clause, is the same as that which is contained in the Town Planning and Development Act, which includes demolition. Under that Act, demolition is included in the concept of development, so there can be no demolition without reference to me. That is how I get that authority within East Perth.

Clause put and passed.

Clauses 21 to 30 put and passed.

Clause 31: Proposed scheme to be publicly notified -

Mrs EDWARDES: Under subclause (3) “the Authority may fix and charge a fee for supplying copies of a proposed redevelopment scheme”. The issue is access. I do not deny that the authority can charge a fee. However, I am concerned, when people are required to pay for access or it is available only on the Internet, that some people do not have the ability to pay or do not have access to the Internet. Where and how else can people access copies of the scheme?

Ms MacTIERNAN: We will ensure that copies are available for inspection at the office of the redevelopment authority. We will also ask the Armadale City Council - I am sure it will agree - that these be available in the various libraries and also at the council chambers. We want this to be a consultative process, so we want that information as broadly available as possible.

Clause put and passed.

Clauses 32 to 62 put and passed.

Clause 63: Community reference groups -

Mrs EDWARDES: Under the Bill, the minister can establish one or more committees. In response to the second reading debate, the minister indicated that it was her preference to have one committee. I commend that to the minister, because having any more committees will fracture the process. However, when the Government announced the establishment of the Armadale Redevelopment Authority, the media statement of 10 August indicated that the board would be required to appoint one or more community reference groups to boost community involvement, etc. How did this difference of view occur?

Ms MacTIERNAN: After the Midland experience, the Government wanted to ensure the appointment of a community reference group. Initially, it was our intention that the board would appoint the committee. However, given that the people we appointed to the board would not necessarily be local people, it would be inappropriate to have the board appoint the major community reference group. The powers in this Bill are somewhat broader, and I apologise that the media statement is somewhat misleading. The minister will appoint the principal community reference group. However, it is open to the board to appoint, for example, a local business representative. The Government thought that the board might want to look at different subgroups; for example, a business advisory group or a heritage group. Armadale has a substantial body of heritage activists who are reasonable and capable people, and the board might want to incorporate them by way of a specific cultural heritage reference group. The reason that the Government has talked in multiplicities is that it anticipated there might be a desire to have a number of different groups brought on board for that reason.

Mrs Edwardes: Will members of those community reference groups be paid a fee?

Ms MacTIERNAN: That has not been decided. I will take that on advisement and discuss that with the board. We have to be careful with costs, but we want to give people some recognition of what they do - certainly with expenses.

Clause put and passed.

Clauses 64 to 71 put and passed.

Schedule 1 put and passed.

Schedule 2 -

Mrs EDWARDES: Clause 2(2) provides that the minister may remove a member from the office for misbehaving, incompetence, mental or physical capacity, and absence without reasonable excuse etc. Under the Midland Redevelopment Act only the Governor can remove the member from office. Why has the minister changed that?

Ms MacTIERNAN: Given that these are ministerial appointments, it is appropriate that the minister has the capacity, under certain highly specified circumstances, to remove a board member who is not able to contribute. The member for Kingsley will note that the requirements in this Bill are similar to those in the Midland Redevelopment Act - misbehaviour, incompetence, or physical or mental incapacity. I have added the specific absence requirements. Bearing in mind that the Governor acts on the advice of the Executive Council, I do not see that in reality there is any difference between the two.

Mrs Edwardes: I do not know your experience of this, but it is always something to question.

Ms MacTIERNAN: Yes, that has been the experience of my cabinet colleagues. We would not want to do this.

Extract from *Hansard*

[ASSEMBLY - Wednesday, 7 November 2001]

p5188c-5198a

Mr Paul Andrews; Dr Janet Woollard; Mr John Bradshaw; Ms Alannah MacTiernan; Speaker; Mr Martin Whitely; Mr Mike Board; Mrs Cheryl Edwardes

Mrs EDWARDES: Clause 3 deals with the office of chairperson and deputy chairperson. Those offices become vacant if the person holding the office resigns, ceases to be a member of the board or the minister declares the office to be vacant. Again this is different from the Midland Redevelopment Act, which refers only to the deputy chairperson. Under what circumstances would the minister declare the office to be vacant, particularly when that is linked with clause 2 by which the minister can remove a member from the committee?

Ms MacTIERNAN: This was included on the advice of the Crown Solicitor. The person may not be removed from the board; however, if it is seen that a person might still function on the board but not be the chairperson or the deputy chairperson, it gives the minister the opportunity to appoint someone else.

Mrs Edwardes: It appears to be arbitrary.

Ms MacTIERNAN: I do not know whether it is arbitrary, but it is a broad power. It is fairly similar to what currently exists in many boards, certainly in all the port authority boards. On the legal advice we have received, even in relation to the chairman, it is possible to do that by virtue of the way the appointment of the chairperson is expressed. We have had legal advice that, if we so desired, we could remove someone not from the board but from the position of being chairperson of the board.

Debate interrupted, pursuant to standing orders.