

**PEEL REGION SCHEME AMENDMENT 011/33 — PINJARRA ROAD (MANDURAH)
OTHER REGIONAL ROADS RESERVATION**

Grievance

MR D.A. TEMPLEMAN (Mandurah) [9.36 am]: I would like to grieve to the Minister for Planning about the Peel region scheme amendment 011/33, which is related to land acquisition, and also the implications of the challenges now faced by a number of infrastructure projects that have been planned and are underway that will impact on this scheme amendment. Last week, I gave the minister a letter that was addressed to me from the City of Mandurah. I will refer to that letter in detail in this grievance.

As has been highlighted, the history of this scheme amendment goes back to early 2002. It relates to the status of Pinjarra Road, which is a major east–west road through the City of Mandurah. Given that it is designated a blue road, it is therefore understood that the WA Planning Commission’s responsibilities are triggered. As outlined in the City of Mandurah’s letter, the city has been planning for the widening of Pinjarra Road to be staged over a period. But, of course, the sticking point has always been who will pay for the land acquisition that is required, particularly at the intersection of Pinjarra Road, Dower Street and Coolibah Avenue. The decision to widen Pinjarra Road to address the intersection that I just mentioned and acquire the land required is now time critical because of some infrastructure demands. In my view, minister, a perfect storm is brewing. The increased traffic volumes along Pinjarra Road are currently estimated at 18 000, with that figure expected to rise to more than 35 000 by 2031 if it remains a four-lane road. Increased congestion is already being experienced, particularly at the intersection of Pinjarra Road, Dower Street and Coolibah Avenue. Mandurah Forum shopping centre, which is owned by Federation Centres, announced a massive \$300 million expansion of the regional shopping centre which, of course, is just a bit further up Pinjarra Road from the intersection I have mentioned. Residents and people using this intersection and section of Pinjarra Road have ongoing concerns about road safety. Currently, people travelling north along Coolibah Avenue do not have a green right-hand turn traffic light and for people travelling from the north there is no green right-hand turn traffic light onto Pinjarra Road. This has caused major safety concerns for residents. The minister may also be aware that the City of Mandurah has upgraded—it is a fantastic complex—the aquatic centre, which is also located at this intersection. The massive expansion of the aquatic centre will result in increased patronage and, therefore, more activity around this whole section of Pinjarra Road.

Over a period, I have had correspondence to and fro with Main Roads, the Minister for Transport and the City of Mandurah about the whole issue of who will assist in the funding so that the necessary works can be done. The land acquisition north of this intersection can then take place, and the City of Mandurah can plan for the perfect storm, which is those major infrastructure projects planned within the next two years.

At the end of the day—I am very supportive of the City of Mandurah’s request—we are asking for financial assistance from the state government to fund the initial land acquisition associated with the Pinjarra Road–Dower Street–Coolibah Avenue intersection. We believe that there is an obligation on the Western Australian Planning Commission and/or the minister’s department to contribute to that land acquisition, given the fact that Pinjarra Road is a blue road. This will support the upgrade of the road network adjacent to the regional shopping centre known as Mandurah Forum, which, of course, is an important investment in the city. Mandurah Forum’s expansion will create a large number of employment opportunities, so we want to see that upgrade happen, but it has to happen in a coordinated way. If we do not get this intersection addressed in time for that expansion before the opening of the new shopping centre, we will have a perfect storm right at that intersection and on that whole section of Pinjarra Road. I know arguments will be made about who should fund what and how it should be funded et cetera, but I think the City of Mandurah has a valid case that this Peel region amendment scheme has been around for a long, long time. It has never been officially gazetted, which would therefore trigger a whole range of responsibilities, but it is now time for some urgent action. The residents who live in and around that area, and many people who travel north, south, east and west through that intersection, are increasingly concerned about their safety. This issue is not just for my electorate, even though it falls within my electorate; it is also an issue for the member for Dawesville, as the adjacent member, because many of his constituents, of course, travel to and fro between the various assets that exist around this area.

I am pleading with the minister that we find a way forward to secure half a million dollars—that is what the City of Mandurah is asking for. The City of Mandurah has already said that it will apply for the regional road group funding pool for the other estimated \$1 million required for land acquisition. We ask the state for half a million dollars; I think it is a valid request. I ask whether we can work together to try to find a way forward to get this money in place so that the land acquisition can take place, and then all the other plans for that road network and that intersection can be put in place before the major infrastructure that is coming is put in place.

MR J.H.D. DAY (Kalamunda — Minister for Planning) [9.43 am]: I thank the member for giving me notice of this grievance yesterday, and particularly for giving me a copy of the correspondence from the City of Mandurah to him outlining its concerns about Pinjarra Road. I acknowledge that Mandurah is clearly growing

strongly and the amount of road traffic activity is increasing, which is putting pressures on Pinjarra Road and, no doubt, other parts of the road network.

There is some history to this particular issue, of course, and I will provide some background to my understanding of what has happened over the last 10 years or so. A scheme amendment to the Peel region scheme 0011/33 proposed to increase the other regional roads' reservation for the section of Pinjarra Road between Leslie Street and Mandurah Road, from 20 metres, which is for most of its length, to approximately 28 metres. That amendment was advertised for public comment from 25 November 2005 to 17 March 2006. As the member would be very well aware, that was during the time of the previous government. At the time the amendment was advertised, 125 private properties were affected by the proposed other regional roads' reservation. The amendment was considered for final approval by the Western Australian Planning Commission in May 2007 and forwarded to the office of the then Minister for Planning and Infrastructure, my predecessor with responsibility, for approval and presentation to cabinet, which is the normal process for region scheme amendments, particularly major ones. However, the amendment was not advanced at the time due to concerns about the limited funding available to the WAPC for land acquisition in the Peel region, and the fact that no secure funding mechanism had been established for region schemes outside the Perth metropolitan area. So, under the former government, there was effectively a decision to hold the proposed amendment indefinitely due the lack of funding to implement land acquisition under the Peel region scheme. This particular road is a broader issue, of course, certainly in the Peel region and also the greater Bunbury region scheme. It has been an ongoing issue for successive governments. The previous government put in place the greater Bunbury region scheme without putting in place the necessary funding mechanisms to acquire the reserve land for conservation purposes and major infrastructure development that is necessary. We are facing that issue at the moment. There is increasing pressure on the government to fund various infrastructure projects across the state, including both land acquisition for, and construction of, roads.

Under the current government's planning reform agenda, it has been proposed to extend the metropolitan region improvement tax to other areas of the state to provide a tax base for land acquisition for major infrastructure projects and for significant areas of regional open space. Currently, there is a proposal before government for legislation to enable the current metropolitan region improvement tax to be applied to areas that are the subject of regional planning schemes, including the Peel region scheme. When we do introduce that legislation, I hope there will be a broad understanding of the need for it to be advanced so that we can have a more predictable source of funds for the purpose of acquiring lands that are necessary.

Mr D.A. Templeman: Any indication of when that will be?

Mr J.H.D. DAY: Soon—I hope. Of course, there are sensitivities in this sort of legislation, which I am sure members on both sides would express is necessary, in short.

The MRIT expansion is one possible option for future land acquisitions in the Peel region, although not necessarily specifically for this road, for a reason I will mention in a moment. I understand that the City of Mandurah has written to the Planning Commission to express its support for the extension of the MRIT, or an equivalent tax, to fund the Peel region scheme. In saying that, however, the Planning Commission, as a general policy, is only responsible for purchasing land for long-term region scheme requirements. The Planning Commission does not normally acquire land for short-term projects because they are normally considered the responsibility of its constructing authorities to fund acquisition of any land that is not in Planning Commission ownership at the time they wish to proceed with construction. That applies to Main Roads if it undertakes a project that will happen in a reasonably short space of time, and similarly to local governments if they undertake the projects. The reason for that is, clearly, that a finite source of funds is available and the main purpose of the metropolitan regional improvement fund and the activities of the Planning Commission is to acquire land well in advance of projects so that it is reserved and acquired to allow those projects to be undertaken in the longer term.

I encourage the City of Mandurah to continue to pursue alternative funding options if it wishes to proceed with the widening of Pinjarra Road in the short term. The member mentioned that it is seeking a contribution of \$500 000 towards this intersection upgrade. That would not normally come from the Planning Commission, but it could be arranged by agreement with a contribution, I suspect, from the transport portfolio—the Minister for Transport is not here, so I can probably do him in for that, in a sense—or it may be through other funding mechanisms; there is that non-metropolitan royalties for regions program that applies across the state and to the Peel region. That may be an option as well, or it may perhaps be federal government funding—whatever the case may be. We are certainly happy, from the point of view of the planning portfolio, to work with the City of Mandurah to see how land can be acquired and to assist in doing that, although it is probably difficult to provide funding out of the planning portfolio. I am happy to have further discussions or enable the Department of Planning to consider further with the City of Mandurah, if necessary. In relation to that particular scheme

amendment I mentioned, if it was going to be reinitiated, it would probably have to be re-advertised as it was first advertised about 10 years ago.