

## **PLANNING AND INFRASTRUCTURE**

*Question: Hon Jim Scott asked -*

*Re: Planning and Development Bill 2004 - consolidation and streamlining of planning legislation -*

### **CONSULTATION PROCESS**

- (1) *What was budgeted expenditure on consultation with key interest groups and stakeholders for the Planning and Development Bill 2004?*
- (2) *How much public notice of the consultation was given, in what publications and on what dates?*
- (3) *What are the advertised consultation dates and period of time for this Bill?*
- (4) *Which person, agencies, authorities, groups - private, public or government - have been directly notified of this present Bill and invited to comment?*
- (5) *What notice prior to the close of submissions was given to these invitees?*
- (6) *Which local governments have been notified of the Bill and invited to comment?*
- (7) *Do the consultation mechanisms and procedures for the Bill comply with the State Government policy on public consultation?*

*Answer:*

- (1) The Green Bill for the Planning and Development Bill 2004 was the result of a process that has involved extensive consultation, the full cost of which is not readily quantifiable.

The previous Government commenced work on the consolidation of the planning legislation by releasing a discussion paper for public comment in October 1998 which was followed by an earlier Green Bill called the Urban and Regional Planning Bill 2000 which was released for public comment in November 2000.

The Gallop Government re-evaluated the proposals contained in the earlier Green Bill and in April 2002 released a position paper outlining a number of improvements and changes in direction. This was followed by a one day Stakeholder's Forum at City West Function Centre on 21 April 2002 attended by over 40 representatives of Local Government and relevant associations and non-government organisations, in including developers, planners, lawyers, local and state government officers, conservation groups and researchers. Costs for hire of venue, equipment and modest catering were incurred, estimated at less than \$1 000.

The Department for Planning and Infrastructure then received formal submissions on that paper and having considered those, released the present Green Bill. The explanatory note released with the Green Bill outlines the background to the consolidation and the differences between the current Green Bill, proposals contained in the position paper and the previous Government's Green Bill.

The Green Bill was officially launched by the minister on Monday 3 May 2004 at a Stakeholders' Forum held at City West Function Centre.

The forum brought together representatives from the Urban Development Institute of Australia, the Housing Industry Association, the Western Australian Local Government Association, the Local Government Planners Association, the Environmental Defender's Office, the Conservation Council, the Law Society, the Australian Property Institute, the Chamber of Commerce and Industry and state government agencies.

There were 19 attendees, exclusive of the Minister and Departmental officers. Approximately \$780 was expended on the launch of the Green Bill at City West Function Centre. This comprised approximately \$220 for room hire and \$560 for catering.

There has been no specific budgetary expenditure for personnel costs during the process. The most recent quantifiable expenditure on consultation with key interest groups and stakeholders was \$4 036. This comprised:

- \$2 036 printing costs (printing of Green Bill and Explanatory Note)
- \$2 000 advertising costs (estimated cost of two advertisements appearing in *The West Australian* newspaper)

These were absorbed within the legislation and regulatory reform budget of the Department for Planning and Infrastructure.

- (2) Public notice of the release of the Green Bill, and the opportunity for the public to make submissions, was given by newspaper advertisement. An advertisement appeared in *The West Australian* newspaper on 24 April 2004 and again on 28 April 2004. In addition, a ministerial media statement on this matter was issued on 23 April 2004.
- (3) The Green Bill was released for a four-week public comment period. The Green Bill and explanatory note were e-mailed to key stakeholders on Thursday 22 April 2004 and placed on the website of the Department for Planning and Infrastructure on Friday 23 April 2004. Public notice of the Green Bill and submission period appeared in *The West Australian* newspaper on Saturday, 24 April 2004 and again on 28 April 2004.

The submission period closed on Monday, 24 May 2004.

- (4) The following persons and bodies have been directly notified of the release of the Green Bill:

- Industry and professional groups -
- Association of Australian Planning Consultants
- Australian Institute of Urban Studies
- Housing Industry Association
- Urban Development Institute of Australia
- Law Society of Western Australia
- Local Government Planners Association
- National Environmental Law Association
- Planning Lawyers Association
- Property Council of Australia
- Planning Institute of Australia
- The Institute of Surveyors Australia
- Chamber of Commerce and Industry
- Australian Property Institute

Non-government organisations -

- Conservation Council of Western Australia
- Environmental Defenders Office
- Coastal Planning Coalition

State Government and related -

- Western Australian Planning Commission
- Department of Environment
- Department of Industry and Resources
- Department of Land Information
- Department of Local Government and Regional Development
- Department of Justice
- State Solicitor's Office

Local government -

- Western Australian Local Government Association

Research and other institutions -

- Faculty of Law, University of Western Australia
- School of Architecture and Planning, Curtin University of Technology
- School of Law, Murdoch University
- School of Law, Notre Dame University

- (5) The abovementioned persons and bodies were notified by direct e-mail of 22 April 2004 of the release of the Green Bill and the opportunity to make submissions. As at 25 May 2004, over 30 submissions

had been received, comprised of state government (7), local government (10), industry groups (4), conservation groups (3) and private individuals and bodies (7). The three submissions from conservation groups include a joint submission from the Conservation Council of Western Australia and the Environmental Defender's Office.

- (6) The Western Australian Local Government Association (WALGA) forwarded a copy of the Green Bill and the explanatory note to every local government with the exception of the City of Canning. An individual submission was received from the City of Canning, WALGA and the following local governments -
- City of Armadale
  - City of Bunbury
  - Town of Claremont
  - City of Cockburn
  - Shire of Denmark
  - City of Mandurah
  - Town of Vincent
  - City of Wanneroo
- (7) The consultation mechanisms and procedures for the Green Bill comply with the State Government policy on public consultation. The purpose of releasing legislation as a Green Bill, or an "exposure draft", is to elicit public comment on draft legislative provisions in order to refine those provisions in light of public comment before introducing a White Bill into Parliament.

*Question: Hon Jim Scott asked -*

*In 2001 the Government promised to spend \$20 million over four years expanding the dedicated bike path system.*

- (1) *How much has the government spent expanding the dedicated bike path system in Perth and regional centres in the last three years?*
- (2) *How much will the Government spend in the next financial year expanding the dedicated bike path system?*
- (3) *What allocations has the Government made for the purchase of additional passenger rail carriages for the Joondalup line, Armadale line, Fremantle line?*

*Answer:*

- (1-2) The Government has exceeded its election commitment of \$20 million. Since February 2001, the Government has spent more than \$50 million on cycling infrastructure in Western Australia, including more than \$10 million in regional areas.

There is a growing community recognition of cycling as an efficient and enjoyable transport mode. Between 1999 and 2003, a 96.8 per cent increase in cycling on Perth bicycle network routes has been recorded.

In addition, the Government is creating further cycling facilities in conjunction with new road projects overseen by Main Roads Western Australia, such as the Roe and Tonkin Highways and other major road projects, as well as some cycling infrastructure as part of Public Transport Authority station upgrades.

The government is also fostering partnerships with local government in the development of shared pathways for use by the community across regional WA, by committing over \$750 000 to the country pathways grant scheme and this year a further \$400 000 will be made available to metropolitan authorities for cycling facilities.

- (3) The planned expenditure on rollingstock and depots for the New MetroRail project is \$291.147 million.
- This is the largest expenditure on new rollingstock in the history of Perth's passenger railway system. There are 96 railcars in the existing fleet and the New MetroRail project is effectively doubling the size of the existing railway network with the acquisition of 93 additional railcars. In assessing the need for rollingstock over the expanded system and for growth on the existing network, it was determined that in addition to the number of cars to serve the expanded railway network, there was also a need to acquire more cars to accommodate the growth on the existing network, particularly the increased patronage on

the northern suburbs railway. Contained within the total budget for rollingstock and depots is a provision of \$18 million for additional cars to cater for this patronage growth.

The new railcars for the New MetroRail project will be used on the northern suburbs and the new southern suburbs railways and will run between Clarkson and Mandurah. The number of two car trains on the northern suburbs railway will be reduced and those released will be used to supplement the existing cars on the Fremantle, Midland, Armadale and Thornlie services. This will result in an estimated 20 per cent increase in capacity during the peak on the Midland and Armadale lines by May 2005.