

MADDINGTON — URBAN RENEWAL

Grievance

MR C.J. TALLENTIRE (Thornlie — Parliamentary Secretary) [9.40 am]: My grievance is to seek the support of the Minister for Transport and Planning for a key piece of work that will unlock a fabulous urban renewal and development opportunity in the Maddington area. It will help to create a Maddington town centre. I am very pleased to say that I share this vision for Maddington with the member for Forrestfield, my friend and colleague, and with the City of Gosnells. A succession of mayors have been talking to me about this project and seeing it as a great way of really capturing the value of an area that is, after all, only about 16 kilometres from the CBD. The area is also very well connected to other places of work such as the Cannington and Welshpool areas. It is very well connected with other transport linkages, such as Roe Highway, Tonkin Highway, the bike path, and especially the train line and Maddington train station, which is next to the operations centre used by the City of Gosnells. The City of Gosnells has plans to move that operations centre away from there, so straightaway we can free up some good land there for a good demonstration of transit-oriented development.

The project will also lead the way with the development of the old Maddington oval. The sports clubs have gone to a place known as Harmony Fields. That Maddington oval area really could be a beautiful development with a mixture of denser to less dense housing options, good sporting facilities and nice recreational capacities. There are lots of ideas and options. It has so much potential, but it has all been held back because of a pipe that runs under Albany Highway. Albany Highway is another major thoroughfare in the area, and there are lots of great businesses along there, but the pipe that connects Canning Dam with the whole reticulated network of water pipes around the Perth metropolitan area is too close to the surface to allow for the upgrading of the roads, especially Kelvin Road and Albany Highway. That intersection needs to be upgraded so that we can accommodate the amount of traffic that will be present once the urban renewal project goes ahead. We are having to line everything up. Fortunately, I have been able to get the Minister for Water's support for the relocation of the pipeline so that it can be moved deeper. Now I just need to be sure that we have the support of Main Roads people to upgrade the various intersections around there so that we can have the necessary turning pockets to cope with the new traffic levels that will come about.

I really cannot stress enough to the minister how exciting this would be for Maddington. At the moment, the residential part of Maddington is an area that has been forgotten about in many ways. I think, by creating this town centre and upgrading the train station, the area would come to realise its full potential. It would be very good for the existing businesses along Albany Highway, acknowledging that some of them have easements and what have you. There would be the need for the Hyundai dealership to give up a little bit of land, but I think it has already understood that. The Hyundai and Toyota dealerships realise that there would be a huge benefit in having an increased population in the area. Other businesses in the area include the Tang Palace Chinese restaurant and my good friends at Maddington Mowers and Saws. I just had my chainsaw serviced there recently and the wonderful people there, Chris and John, do a very impressive job. I am very, very proud of the businesses there that do fine work, and they would benefit from the increased traffic that this development would bring to the area.

The project has been talked about for many years. In fact, I know that one of my predecessors, Hon Sheila McHale, talked about the Maddington town centre development. It has been contemplated for many years. It strikes me that it is only a Labor government that really sees the opportunities that exist in areas like Maddington and the potential to provide people with good quality housing. The lead in the development, the City of Gosnells, is very keen to establish a certain standard that it would set for other infill denser housing developments in the area. I think that could be very beneficial to us all as well.

As I have said before, I am very pleased to share this vision with the member for Forrestfield. I acknowledge that much of the housing would be in his electorate. We would be creating homes for people in the Forrestfield electorate, but the benefits to the Thornlie electorate and the whole community are very evident for all to see. We know that other aspects of Maddington such as the Maddington Central shopping centre and the housing in the Corfu Way area will all benefit from the upgrade of the Maddington train station that would inevitably come about with the transit-oriented development that this whole project would bring. We just need to be sure that we can line up the necessary funding for the intersection upgrade so that the pipe can be moved. It sounds fairly simple and not particularly exciting to have to move a pipe; nevertheless, it is the key to unlocking what would be a very exciting development. Thank you for hearing this grievance.

The ACTING SPEAKER (Mr S.J. Price): Thank you, member. Minister for Transport. Can I just say that I support the member for Thornlie's grievance 100 per cent. It is one of the most important grievances that we have heard.

MS R. SAFFIOTI (West Swan — Minister for Transport) [9.47 am]: Thank you, Mr Acting Speaker. I know that both you and the member for Thornlie have been passionate about this project.

The members for Thornlie and Forrestfield will understand that as a youngster living in Roleystone, Maddington Metro was my weekly shopping destination. My sister, my mother and I would head down the hill in a Mitsubishi Colt and

then head to Maddington Metro, where we would do our weekly shop. I know the area very, very well. Actually, after my father moved from Bauer Street probably about 60 years ago, he headed to Maddington, too, so I know the area very well. Like the members for Thornlie and Forrestfield, when I drive through that area, all I see is potential, potential, potential. The location is so close to the city. Its proximity to a major shopping centre and a rail line, and, of course, to key employment nodes in Cannington and Welshpool and key major highways like Roe and Tonkin Highways, lends itself to redevelopment.

As members know, this issue has been raised for many years by both the members for Forrestfield and Thornlie and, of course, the City of Gosnells. When work started, we came to the realisation that the project was bigger than we had originally thought, with the potential roadworks and the relocation of the pipe. The Water Corporation through the Minister for Water and I have been looking at the scope and cost of the project, and the timing of it, too. From a planning point of view, these are the exact type of projects that we want to facilitate. This is not only an infrastructure project, but also a housing and planning project.

As the member rightly outlined, the City of Gosnells has been working on a number of plans. There is the city centre redevelopment, which I think is really exciting, together with further redevelopment on Kelvin Road and the plans for the Maddington oval precinct.

We see that there has been some redevelopment of housing on Kelvin Road. Within the entire precinct, landowners in particular have been waiting for some signs to help them further redevelop across the entire area on what are usually larger blocks with some older housing stock. Basically, people are very keen to redevelop. As the Minister for Housing said, from our perspective Gosnells has done a lot of work with landowners. There has been a lot of debate about developer contributions—I have heard that from a number of parties—but we hope this sort of infrastructure will assist with that.

As the member said, the water mains will need to be relocated and lowered. This will also involve acquisition of some land from adjacent property owners. It is a big project, but it is something that both the Water Corporation and Main Roads WA will work on. We also believe that upgrades of the roads will cost about \$6 million, so all up it is probably an \$11.5 million project. With regard to where it is at, Main Roads has done some design and will progress the final design over the next six to 12 months. As I understand it, the Water Corporation also has a role in finalising agreements with property owners' relocation and working with Main Roads on the pipe relocation project and the intersection. We will see a finalisation of the budget over the next six months, and the budget line item will come out at the end of this year. There will also be continued planning and all the preparatory work that is required to get this job done.

We have movement on this project; as I said, we would like to get it all done in the next three months. It is a complicated project, but I think over the next two years we will see significant movements and the commencement of works, including the pipe relocation, and a detailed design completed for the new road projects. We will see this project well underway over the next two to three years. Everyone has been waiting for certainty, and this certainty will facilitate significant redevelopment opportunities around that intersection. Another interesting thing about that part of the world is the vineyard that is still there; it is quite an interesting little place around that intersection.

We will finalise the plans with the City of Gosnells and facilitate what will be an exciting centre adjacent to shops, schools, public transport and key employment nodes. This is something that I am very passionate about because these are the sorts of areas that are screaming out for investment to drive better planning and housing outcomes.