

**APPROPRIATION (RECURRENT 2017–18) SUPPLEMENTARY BILL 2018**  
**APPROPRIATION (CAPITAL 2017–18) SUPPLEMENTARY BILL 2018**

*Second Reading — Cognate Debate*

Resumed from 31 October 2018.

**MRS R.M.J. CLARKE (Murray–Wellington)** [3.26 pm]: I stand to contribute to the appropriation supplementary bills of 2018. Having now passed the halfway point of the term, I would like to highlight some of the McGowan government's achievements throughout my electorate of Murray–Wellington. It has been my absolute pleasure to see the many terrific communities throughout my electorate thrive and overcome challenges in the past years. Investments have been made in a number of important areas, improving lives for those in our regions. These include maintenance programs for all our schools and hospitals across the electorate, looking after local contractors and creating jobs in the regions.

I would like to talk now about a few of the towns and projects that have happened throughout my electorate of Murray–Wellington. The beautiful town of Dwellingup is currently planning for its future as a major tourism hub for the Peel region. Already a popular camping and tourism spot over summer, increasing tourism opportunities for the area will help diversify the local economy and bring economic growth to the area. Small projects to attract more visitors to the area are already underway with a new skate park and pump track opened in April this year after receiving state government funding through Lotterywest. It is exciting to see these projects take place and I look forward to seeing Dwellingup transform into a tourism hub.

North Dandalup recently celebrated its 170th anniversary with a family fun day well supported by the community of North Dandalup. Special thanks go to Sheree Chapman and the North Dandalup community group for putting on a great day. The North Dandalup station is receiving a major upgrade to encompass disability access for the *Australind* and other train services. Cookernup is the next station to be upgraded and is currently under construction. Yarloop station is complete and these types of upgrades, funded by the McGowan government, make a huge difference to the lives of communities along the rail network in Murray–Wellington.

In Pinjarra, aged care has received a boost with Beddingfield Park receiving \$2 million from the state government towards the construction of a 25-bed dementia and high-care wing.

The construction of this wing is incredibly important for Pinjarra and the greater Peel region because it will reduce the strain on the services available in the area for dementia patients and those with high-care needs. It will also provide local jobs in both construction and aged care. Pinjarra is also getting its own men's shed. A recent Lotterywest grant will allow the Pinjarra Community Men's Shed to build a new facility. I have been meeting regularly with the Pinjarra men's shed since it formed last year, and it is fantastic to see how fast this project has progressed. We will officially open the men's shed on 1 November, which is testament to the outpouring of community support for this much-needed facility in Pinjarra.

There is so much happening in the Pinjarra industrial park with the recent announcement that Western Power's new Pinjarra depot will incorporate the Waroona and Mandurah depots, creating local jobs during construction and giving Western Power workers a significant work depot. The Pinjarra bus depot, which will house buses from Mandurah, will also be constructed using local workers and contractors.

North of Pinjarra in nearby Nambeelup, construction is underway at Peel Business Park with local company Wormall Civil undertaking earthworks at the site. The state government has invested more than \$45 million in the business park, which, once finished, will create thousands of local jobs and bring in around \$1 billion each year for the Western Australian economy. This is a transformative project for the region, providing much-needed job diversification.

Adjacent to the business park, the Australian-first Bushfire Centre of Excellence will be built. The \$18 million facility will provide training and support to firefighters from across the state and improve the delivery of bushfire management practices. Local communities in the area know all too well the devastation that bushfires can cause so progressing with the Rural Fire Division and locating the Bushfire Centre of Excellence within the region will provide great benefits to the area.

Community-based projects are the focus in Waroona and Preston Beach. Waroona Family Services, in conjunction with the community resource centre, had a very successful mobile food bank visit to Waroona to ensure that those disadvantaged had the opportunity to purchase quality parcels of food for very little cost. This was so successful it will now happen on the first Thursday of each month to assist the community. I congratulate Sarah Robertson and Debbie Murray on their passion for community engagement and ensuring those needing help have somewhere to go to and someone to listen to their needs. Well done, Sarah and Debbie.

For years, the Waroona Community Men's Shed has had to share facilities with the Waroona Agricultural Society, meaning that every time the society needs the shed, it had to move out all the men's shed equipment. With help

from a \$100 000 state government grant, the group has been able to fund the build of a new shed to provide more suitable facilities for men. This may be seen as a small task, but the difference it will make for the community is huge. The Waroona men's shed has been completed and the official opening will happen later this year or in the new year.

Along the coast in Preston Beach, the local progress association has been busy for the last few years working towards an upgrade of the Preston Beach Community Hall. At over 20 years old, it was realised that the hall was no longer meeting the community's needs as it had grown into the town's central hub. Everything from Australia Day lunches to AFL grand final parties take place at the hall, and with the state government contributing more than \$500 000 towards upgrades, the progress association was able to expand on its original plans and undertake a full redevelopment of the hall. The Preston Beach Community Hall had its official opening in September this year and, again, it is testament to the community engagement and contribution to its completion. I commend the Preston Beach Progress Association for the effort it has put in to making the redevelopment happen. This is a community that I am so proud to be a part of.

Sitting between Waroona and Harvey are two small towns that are very special to me. The first, Yarloop, has gone through an incredible few years following its devastation in early 2016. Every time I visit the town, I am inspired by the spirit of the local community and heartened to see new buildings and homes going up. The new community centre, which was completed with government assistance of \$1.75 million and retains the now famous town hall facade, will soon join the fire station and train station as community facilities that have been rebuilt or upgraded since the fires. The official opening of this magnificent facility will be in November this year. Again, it is a great outcome for the tightknit community of Yarloop, which is there for each other and everyone always. With student numbers at Yarloop Primary School increasing every year, there is a bright future for the town.

Nearby Cookernup, which has had its own challenges to overcome as a result of the 2016 fires, has shown time and again that it is a strong community that will fight for its recognition. Last year saw the opening of a new kitchen in the community hall, an asset used on a weekly basis by various groups for Watch Out Wednesday, and the long overdue placement of town signs along South Western Highway. Then there was the campaign to end all campaigns. Cookernup local Jac Taylor took up the challenge to have the postcode reinstated, which was taken away from Cookernup many years ago. To the success of the passionate community engagement and a big effort from Mark McGowan stepping in and contacting Australia Post, we as a collective effort, were able to convince Australia Post that Cookernup's postcode of 6219 was essential to give back the identity of this great town. Alongside Australia Post, we were pleased to announce, on Cookernup's 125<sup>th</sup> anniversary in August this year, that for the first time in Australia Post's history, it had reinstated the postcode. This was one of the best campaigns ever run. It has had such a positive outcome and made a great difference to the town's sense of identity.

Harvey has so much going for it, with Harvey Beef celebrating 100 years of operation and the Harvey Bowling Club receiving funding for upgrades to its facilities. The fantastic and historical 10<sup>th</sup> Light Horse Bridle Trail, which takes in gorgeous forest throughout the greater Harvey region, was reopened with funding by the McGowan government. Education has been the focus in Harvey. I recently visited Harvey Primary School with the Premier to open its new science lab, which was funded through the McGowan government's science in schools program. This lab has allowed the school to significantly expand its science, technology, engineering and mathematics program. It ties in well with existing programs at the school, such as the school garden. Harvey Primary has also recently been allocated an extra education assistant. Harvey Senior High School has received an additional Aboriginal and islander education officer. Sport is important to those in Harvey, similar to most country towns.

[Quorum formed.]

**Mrs R.M.J. CLARKE:** As with most country towns, sport is important. With more women taking up football, particularly across the south west, it was great to see the Harvey Bulls Football Club receive a state government grant towards building women's change rooms. This finally gives female players their own space before and after games and helps to encourage more women to get involved.

Further south, in Brunswick Junction, the Palmerston Association received ongoing funding late last year to operate 19 drug and alcohol rehabilitation beds at its centre in town. It is an unfortunate reality that drug and alcohol abuse is an issue in both Brunswick and the wider south west region, but through this funding, Palmerston is able to treat nearly 100 people a year. This will make a real impact in communities right across the south west. Brunswick has also benefited from funding through the regional aged accommodation program, with Brunswick River Cottages receiving funding last year towards the second stage of its development. This project will provide significant growth to the town and give older residents an option to stay in town near their family and friends.

Between Harvey and Australind, the Kemerton Strategic Industrial Area is progressing, with construction beginning on Albemarle's lithium plant. This plant will create an estimated 1 000 jobs, with a strong focus on hiring people from the local area. The plant will be the biggest of its kind in the country and will help secure our energy future and put the south west at the forefront of new industries. The importance of this project and the industrial area

cannot be understated. The job creation from Kemerton will ensure the economic future of its surrounding towns and provide locals with ongoing employment.

Across the Myalup agricultural area, significant investments have been made in the Myalup–Wellington water for growth project, which will provide new irrigation opportunities for the region. Funding has also been provided to the Myalup primary industry reserve project, which will provide access to 2 000 hectares in the Myalup state forest and on the McLarty site for future agriculture in the area.

A number of roads across the region have also been upgraded to meet increased traffic, including South Western Highway between Waroona and Brunswick, Pinjarra–Williams Road, Southern Estuary Road in Lake Clifton, and Harvey–Myalup Road. South Western Highway in particular is a known high-risk road and the upgrades will go a long way towards improving safety on the road.

Over the past 24 months, the McGowan government has made a number of both small and large investments in Murray–Wellington across diverse areas. Schools, sporting clubs, aged care, transport and community facilities have all benefited, with many receiving attention after being overlooked for a long time. With major works finally underway at the Peel Business Park and milestones being reached at the Kemerton Strategic Industrial Area, the McGowan government is committed to bettering the lives of people in the regions. I look forward to continuing to work with the community to see every town within Murray–Wellington prosper.

**MR S.J. PRICE (Forrestfield)** [3.43 pm]: It is with pleasure that I stand to make a contribution to the cognate debate on the second reading of the Appropriation (Recurrent 2017–18) Supplementary Bill 2018 and the Appropriation (Capital 2017–18) Supplementary Bill 2018. Being a Harvey boy born and bred from postcode area 6220—I know the postcodes down that way quite well—it was personally pleasing to hear the contribution by the member for Murray–Wellington. I vaguely remember from my younger days that Cookernup’s postcode is 6219. To hear about some of the investment in that area is really good, especially for the new science lab at Harvey Primary School. I was head boy at Harvey Primary School in 1981. It is really important that we continue to invest in our regional areas and all through the Harvey, Brunswick, Australind, Myalup and Wellington areas. It is certainly very important both economically and socially that we continue to invest money in the area to create employment opportunities. What is being proposed and developed at the Kemerton Strategic Industrial Area is sensational as well. It is a fabulous industrial park that has not been used to its full potential over the years. It is great to see new investment going into that park.

This is a great opportunity to talk about the wonderful job that the McGowan government has been doing since it came into government. I especially compliment the Treasurer on the fabulous job that he has done in managing the state’s finances since he took control of what was a very leaky and sinking boat at the time. To be able to announce a surplus in 2018–19—the first surplus in five years—of \$1.3 billion two years earlier than expected was a fabulous outcome for the state of Western Australia and a true reflection of great work undertaken by the Treasurer since he has been in that role. This has not happened by itself. The government has shown good, strong fiscal discipline and, as a result, we have been able to lower the net debt from the \$40-odd billion that we inherited from the previous government, which went on a spending spree like drunken sailors. The Treasurer got into office, had a look at what was going on and, under the Labor Party’s election commitments, made the changes that we said we would make and the results are starting to show. To get an increase in our credit rating along the way is further proof of the great job that this government is doing. Hopefully, in the future, there will be further improvements in that credit rating. This has also given us the opportunity to look at some areas in which money needs to be spent to help all communities right across this great state of Western Australia.

One of our other significant election commitments of course was to create jobs. Since we have come into government, the amount of activity that has been undertaken right across the state to create employment opportunities for Western Australians has been very significant and resulted in substantial opportunities. Once again, this has benefited the economy widely and created a lot of opportunity for people to get back into the workforce—an opportunity they previously did not have. Once again, the Labor Party is delivering on its election commitments.

I would also like to talk about some key activities undertaken in my electorate, none of which is more important at the moment than our election commitment to complete the Forrestfield–Airport Link project. This project was commenced prior to us coming into government. However, since the Minister for Transport has become involved, and through a lot of consultation with community and local government, we have been able to turn what was going to be a fairly ordinary project into something that is very exciting and provides a lot of opportunity for the area. The original plan for the Forrestfield station itself was strange. The project was going to be life-changing for people who live in the area, but normally, when a decision is made to build a train station, there is a 360-degree catchment area of people who will use that station. Unfortunately, the location chosen for the Forrestfield station is right next to what is currently the Forrestfield rail siding area, which sort of links into the Forrestfield industrial precinct that runs along Abernethy Road on the western side of the railway line. There are actually no residents in the back half of where the project is being built. The front half of the project is a beautiful semirural area that contains

properties anywhere between one and 10 hectares in size. Previously, the City of Kalamunda had actually designated that as an industrial area. It was to be stage 2 of an industrial park. Stage 1 has almost been fully developed and the flow-on was to occur in stage 2 of the development. When the previous government tried to match our 2013 election commitment for the Forrestfield–Airport Link, which was to be above ground along Tonkin Highway to the airport, it came up with the tunnel idea and picked this location. From the station, there would have been a 180-degree view where no-one was living, and on the front half there would have been 180 degrees of semirural properties and no huge catchment area. To establish the project, the City of Kalamunda had to rezone the land previously identified as industrial to residential, which created a lot of uncertainty for residents in the area. As the project went through the local structure plan process, a number of environmentally sensitive plants, which need to be preserved, were identified on some properties. That has essentially limited some people's chance of selling their property in the future and has created challenges in minimising the impact on residents affected by the new local structure plan.

Also, under the plan, people would have walked out the entrance of the train station at Forrestfield straight into a car park of, I think, 1 800 car bays. It would have been a sea of cars. When developing an activated area, in which people are to live and in which commercial opportunities are provided for people to patronise, we do not want a massive car park out the front. The Minister for Transport changed the design, which was fabulous. The government owns a lot of land in front of the station, which at the moment has a lot of tunnelling equipment on it. After consultation and looking at alternatives, the government committed to building a multi-deck car park to one side, which is a fabulous outcome. That is what people were looking for and it fits into the proposal really well. It also created and freed up land that had been previously earmarked to develop a car park on. As such, a transit-oriented development is planned for that area, with mixed commercial and high-density residential properties within walking distance of the train station. Phased into the back of that will be higher zoning for normal residential properties, which will create a catchment area of people who can use the train. The beauty of it is that it is only 15 or 20 kilometres away from the city, so if people want to get to the city, they can either drive or take a 20-minute rail ride via Bayswater station, which we heard extensively discussed this morning. It will become a very attractive location for people to live in, especially those who work in the city or those who need easy access to the airport via the rail tunnel, such as fly in, fly out workers.

This project is progressing very well. The Forrestfield train station is probably close to 50 per cent developed and the tunnelling machines are certainly well underway. I think Grace is under the river at the moment and Sandy is about to start tunnelling. A significant amount of work has been done; unfortunately, it is predominantly underground and cannot be seen. Travellers interact daily with the road construction that is being done and people can see the improvements being made. The tunnelling project is quite incredible, but it is all happening underground. People do not notice what is going on, and cannot see much apart from the emergency egress stairwells and the construction of the portal where the tunnel resurfaces on Guildford Road near Bayswater. People do not actually see it happening, which is unfortunate. It is going to be a very good project when it is finished. Starting it was good and I think the changes that have been made to it have been positive. Once we sort out some of the land issues around the station, it will be a very positive development for the area and for High Wickham, Forrestfield and Maida Vale, and even provide good access for people from the hills and around that area.

Another election commitment of the McGowan government is a project that is just getting underway at the moment at the intersection of Kalamunda Road and Roe Highway, which is one of the worst intersections for congestion. The government made, I think, an \$86 million commitment to build a bridge. Once again, the benefit of hindsight has been applied here. Down the road a little bit, at the tail end of the Gateway WA project, is the Berkshire Road–Roe Highway intersection. I do not know whether members have ever driven there, but at the moment there are 16 sets of traffic lights to get on and off those roads at that intersection. The intersection was raised so that Roe Highway goes over the top of Berkshire Road. It is a nightmare. I do not know how Main Roads designers came up with it, but it is certainly a special piece of work! The learnings from that have been applied to the Kalamunda Road–Roe Highway intersection. Roe Highway will be sunk under Kalamunda Road and Kalamunda Road will remain pretty much at the grade it is at now—or maybe a couple of feet higher—and Roe Highway will be about nine metres below that. That is being done for a number of reasons. The main reason is to deal with noise from the amount of traffic on Roe Highway. Traffic noise is one of the biggest complaints about the Berkshire Road intersection, apart from the lights. Roe Highway was raised significantly, so the surrounding residents have had a big increase in traffic noise. Lowering Roe Highway under Kalamunda Road will certainly restrict the noise. Instead of having traffic lights for drivers to get on and off those roads, they will build a dog-bone intersection, which essentially is two roundabouts on top so that cars can jump on and off in all directions. That will certainly significantly increase the traffic flow along Roe Highway. As we know, that is a significant traffic route for all commercial and logistics vehicles leading product through Perth and the outer regions, whether it be on the way to Fremantle port or to one of the intermodal rail outlets along the way.

Expanding on the infrastructure spend of the government all over the state is funding previously committed by both state and federal governments on interchanges on Tonkin Highway at the intersections at Hale Road, Kelvin Road and Welshpool Road East into the future. These are significant intersections. The Hale Road–Tonkin Highway

intersection at Forrestfield is the first set of lights drivers reach after the Gateway project. When people get onto Reid Highway at Erindale Road in Balcatta, there is a set of lights, which is the last set of lights on Reid Highway before drivers get off Reid Highway onto Tonkin Highway to get to Hale Road. That is a significant amount of uninterrupted driving, but then drivers suddenly come to a screeching halt at Hale Road. The Hale Road, Welshpool Road East and Kelvin Road intersections all follow in pretty quick succession, which eliminates any benefit gained from the unimpeded run on the way through.

A lot of work needs to be done to design those intersections so that we do not repeat some of the previous mistakes that were made on the NorthLink WA project, for example. There were often issues at Beechboro Road North when accessing Reid Highway due to restrictions from roadworks. Main Roads must consider not only the benefits to the network, but also the needs of local residents when it designs these intersections. I have said to people at Main Roads that the networks do not vote, but the people who use the networks do. We have to make sure that what we design and put in place is beneficial to everyone, not just one aspect of the road network. The commitment to improve those intersections and further extend Tonkin Highway is very welcome for people in my electorate, certainly around the eastern corridor.

Once again, as a result of the great financial management of the Treasurer, we were recently able to address the issue of TAFE fees.

[Member's time extended.]

**Mr S.J. PRICE:** A lot of the young adults who live in my electorate do not go to university; they pick up a TAFE qualification to obtain further skills to enable them to source employment. The cost of getting into some of those TAFE courses was becoming prohibitive for a lot of people. When the Treasurer, the Minister for Education and Training and the Premier announced the reduction in TAFE fees for a significant number of courses, it was certainly strongly welcomed in my electorate. The fees for the courses that we are talking about will be significantly reduced. We all understand how they ended up being so exorbitant after 500 per cent increases by the now Leader of the Opposition when she was education minister.

**Mr Z.R.F. Kirkup:** She was never education minister. She was the training minister.

**Mr S.J. PRICE:** Sorry; she was the minister for training. For example, the non-concession fee for a certificate II in introduction to disability care used to cost \$1 040 in 2017. It will now cost \$518. These are some of the courses with larger fees. A certificate III in civil construction plant operations has reduced from \$3 104 to \$1 030. A certificate III in civil construction has gone from \$3 396 down to \$1 128. A certificate III in engineering—mechanical trade has reduced from \$2 808 to \$1 400. A certificate III in engineering—fabrication trade has also reduced from \$2 808 to \$1 400. These are all really important courses that people now have the ability to undertake; they will be part of the skill set that we require in the future to deliver a lot of the projects that we are talking about. That is why it is so important that we ensure that we have the fiscal capacity to make the right reductions in costs to help people get along in life. That is what the Labor government is doing. That is what the McGowan government has been able to do. We have been able to fix the finances, which gives us the ability to put money into areas that will mean something to people and help them get back on their feet. It was always a challenge when we were in opposition and we could see things getting out of control. We had no control over that, but we were always going to get control of the finances. It is incredible to see the impact that it is having in debt reduction and the perception from people in the community about the great job we are doing in that regard. They understand. The Premier made the comment before the election that he was going to pay off the debt like a mortgage. People understand that we have to spend within our limits. We cannot always keep putting things on a credit card, because that has to be paid for at some stage.

Undertaking this fiscal management has enabled us to create a lot of opportunities. Another one of those opportunities was the recently announced school maintenance blitz—once again, something that is very important to our communities. A total of \$35 million was committed to addressing outstanding maintenance items. A further \$165 million will be allocated for targeted maintenance works, school upgrades, refurbishments and fixing stuff that schools have identified need to be fixed. A significant amount of money was contributed to a lot of the schools in my area. A lot of the schools in the Forrestfield area are pretty old and need a fair bit of maintenance. They are wonderful schools. The principals, teachers and students do a great job at these schools. It is great to see how much money has been committed to not only some of my schools, but also many other schools right across the state. Education is one of the key elements to anybody's success in life. A good education is the key to social mobility. We cannot do enough to help our kids get a good education and give them the options that they need later in life. We have to keep looking at how we can do that.

One of our main commitments in the electorate of Forrestfield at the state election was \$10 million to upgrade Darling Range Sports College. After a lot of design consultation with the school and the school community, that work will start very shortly—sometime in the fourth term. That will change the face of Darling Range significantly. When I went to what they now call the design and technology section—the old manual arts area—of the school,

I saw woodworking machines and metal lathes like the ones I used in high school. These things were quite inadequate for giving students a modern-day education in how to use equipment in a workshop. Rightly so but sadly, a number of the machines have been tagged by WorkSafe as being too dangerous to operate. They might lack the relevant guarding and things like that. The money committed will ensure that the design and technology part of the school is essentially rebuilt to a modern-day standard. A majority of the students who graduate from Darling Range use the vocational path instead of the Australian tertiary admission rank. One of the areas in which students lack the ability to do certificate training is food science. A new food science building will be constructed, which will enable the school to offer certificates for students in years 10 to 12. As a result of that funding, there will also be some improvements to the science laboratories and some other general improvements to the school. This will give the kids another fabulous opportunity to pick up some certificates after graduating from high school and give them a helping hand to get into the workforce.

I am on the board of Darling Range Sports College. It has had a discussion about what the school needs to look like into the future. It has developed a document that includes all the future plans for the school. The \$10 million that we are spending now is essentially stage 1 of what we need to spend in the future. Stage 2 is another part of it, which will probably take at least one to two years to build, and into the future another section of the school will need to be improved. Ultimately, that school has a huge opportunity. It is the only recognised sports college in Western Australia. It currently offers nine different sports as part of the sports academy. It is starting a rugby league pathway next year. In the future, it will be really interesting to look at the possibility of having some sort of residential aspect to the school, and to see whether it will be feasible, because it does have a lot of reach with its sporting academy. It is how everything links together. We heard from the member for Swan Hills this morning about the opportunities that the Ellenbrook line will create for people from Ellenbrook to get to TAFE colleges. The Forrestfield–Airport Link will also create opportunities for people to get to Darling Range Sports College. Currently, a student comes up from Rockingham and it takes him two hours in the morning and two hours in the evening to travel to and from the school because there is no direct public transport route to get there.

Once again, as a result of getting the books right, the McGowan government has been able to invest money in areas that are important to the community. It is not about building grandiose statues to ourselves. We have not built a belltower. It is about putting money where the state needs that money to be spent. As a result of that great financial management and fiscal discipline, we have been able to do that. The public acknowledges and respects the good work that has been done in that regard.

**Mrs A.K. Hayden:** We'd already built everything.

**Mr S.J. PRICE:** That is one view.

It gives me pleasure to talk about the good things that we are doing for the electorate of Forrestfield and for all the electorates right across the state from Albany to the Pilbara and the Kimberley and all places in between. Everyone is benefiting from the good financial management of the McGowan government. Once again, the Treasurer needs to be acknowledged for the great work he has done. I acknowledge and commend the bill to the house.

Debate adjourned, on motion by **Mr D.R. Michael**.

*House adjourned at 4.10 pm*

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