

FORRESTFIELD–AIRPORT LINK — “PRELIMINARY DRAFT MAJOR DEVELOPMENT PLAN”

688. MR N.W. MORTON to the Minister for Transport:

Can the minister please explain the significance of the preliminary draft major development plan released by Perth Airport for the component of works related to the Forrestfield–Airport Link project that occur within the airport estate?

Mr D.C. NALDER replied:

I thank the member for his question on the \$2 billion state government–funded rail link connecting Belmont, Redcliffe, the airport, High Wycombe, Forrestfield and surrounding suburbs. This will connect them to the CBD via a route that will take 20 minutes, as opposed to what, as the Leader of the Opposition put up prior to the last election, would take 40 minutes to travel.

Mr M. McGowan: You’ve really got credibility!

Mr D.C. NALDER: Credibility! Let us get into credibility. I thank the Leader of the Opposition for the interjection on credibility. Last week the Leader of the Opposition was out in Forrestfield spruiking the activity centres that the Minister for Planning has been talking about and put out in the “Towards Perth and Peel@3.5 million”. Talk about credibility! I heard the Premier say that the Ellenbrook rail line would not be required for at least 10 years. I said that it would not be required for a period of 10 to 20 years. What did we hear from the Leader of the Opposition last week? We heard that it needs to be done sooner. The member for West Swan said that it needs to be done sooner. When are they going to do it? They are not going to say that just now. He talks about credibility. Let us look at the logic of his statement.

Several members interjected.

The SPEAKER: Thank you. Get back to the answer.

Mr D.C. NALDER: I will, Mr Speaker, but I must finish this sentence because it talks about integrity and credibility. They said that they cannot put a time to it, but the Leader of the Opposition said that they are going to start all these projects but he will not be the person who cuts the ribbon, and the first thing they will do is finish the Forrestfield–Airport Link that the Liberal government started.

Several members interjected.

The SPEAKER: The question was about roadworks inside the airport precinct, so please answer that.

Mr D.C. NALDER: I am just talking about the lack of credibility. Sorry; I was interjected on by the Leader of the Opposition.

Mr D.A. Templeman interjected.

The SPEAKER: Member for Mandurah, I call you to order for the first time.

Mr P. Papalia interjected.

The SPEAKER: Member for Warnbro!

Mr D.C. NALDER: Much of the work for the Forrestfield–Airport Link occurs outside the airport precinct, but under the Airports Act 1996, Perth Airport is required to seek approval from the federal minister regarding any major developments on the estate. That work includes the twin-bore tunnels and rail infrastructure required to operate the train service. It includes the construction of the new consolidated airport station below ground, with pedestrian linkages to existing and future terminals. It also includes several cross-passages, both inside and land side, and also potential stockpile locations for the removal of dirt and so forth. This is a great project. Perth Airport is really engaged in it. This government is getting on with delivering it. That is the fundamental difference between this side and the other. We are actually delivering on a major rail infrastructure project, not just saying that we are going to deliver it. We are actually doing it.