

KWINANA INTERMODAL CONTAINER TERMINAL

288. Mr J.M. FRANCIS to the Minister for Planning:

I am going to ask the question that the blow-in member for Cockburn should have asked yesterday.
Several members interjected.

Withdrawal of Remark

The SPEAKER: Order! Member for Jandakot, asking a question is not an opportunity to make comments about any person in this house in the way that you have done. If you wish to continue with this question, I ask that you start from the beginning, and remove the particular comments that you made.

Mr J.M. FRANCIS: I withdraw, Mr Speaker.

Questions without Notice Resumed

Mr J.M. FRANCIS: Will the minister report on the progress of Latitude 32, formerly known as the Hope Valley-Wattleup redevelopment project, and specifically the progress of the Kwinana intermodal study?

Mr J.H.D. DAY replied:

I thank the member for Jandakot for the question about this project, which is, of course, in the general vicinity of his electorate and in the electorate of the member for Cockburn.

Mr F.M. Logan interjected.

Mr J.H.D. DAY: I will get back to the member in a moment.

As the member for Jandakot said, this was previously known as the Hope Valley-Wattleup redevelopment project. It is a very important project in the industrial development of Western Australia. The project commenced in the mid-1990s and, essentially, is for two purposes. The first is to provide a buffer between the Rockingham-Kwinana heavy industrial area and residential areas to the east of that region. The second is to provide a supply of land for general industrial purposes over the next 30 years or so. It is important to note that the Rockingham-Kwinana industrial area is very important to the state's economy. It contributes about \$16 billion to economic activity in our state and generates about 11 000 jobs.

The project has been supported by governments on both sides of politics—by Liberal-National governments and also by Labor governments—since it was initiated in the mid-1990s. It is also noteworthy that approximately \$122 million was spent by the previous government to acquire land from private owners in the area, and 15 per cent of that total land area is now publicly owned. LandCorp is undertaking a structure planning process, which is expected to be completed later this year and put out for public comment.

The intermodal terminal proposal developed because of a realisation that there needs to be adequate facilities for the transfer of freight, in particular between road and rail, and bearing in mind that the location is close to the proposed port facilities in the James Point area. The proposal takes into account the need for very well developed transport routes and facilities in our state for the economic health of Western Australia.

A report initiated in 2006, in the time of the previous government, has been out for public comment. The comment period closed at the end of February this year. I note that the date on this report is December 2007, and that the Department for Planning and Infrastructure was seeking approval from the previous Minister for Planning and Infrastructure from March last year to put this report out for public information and comment. For some reason, that did not happen prior to the election; it took a change of government for that report to be put in the public arena. Nevertheless, it is an important report and it proposes that a regional intermodal facility be established. The comments that have been received from the public and other interested organisations are now being assessed by the Department for Planning and Infrastructure. They will be presented to me later in the year, and ultimately I expect the issue will be considered by cabinet. I acknowledge that residents in that area have natural concerns about the proposal. It is important that the interface between the intermodal facility, wherever it is finally located, and residential areas is carefully managed. It is very early days but we need to bear in mind that this is probably a 30 to 40-year project.

Mr F.M. Logan: Are those people along the freight line going to be consulted?

Mr J.H.D. DAY: As I have said to the member for Jandakot, the member for Cockburn and other members, the concerns raised by members of the public need to be carefully considered, and they will be. We also need to ensure that there are adequate facilities for the economic health of the state. It is interesting to note that the member for Cockburn has been making comments in the public arena about this government inflicting the project on residents in the area. The intermodal project was initiated during the period of the previous government. The report was completed in the period of the previous government—well over 12 months ago, in

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p2639a-2640a

Mr Joe Francis; Mr John Day; Mr David Templeman; Speaker

December 2007. It was effectively hidden from the public arena because the former government was obviously too frightened to put it out. It was all too hard and it went into the too-hard basket, like many other things in the planning arena. It is now out there for public comment and those issues will be considered.

I also find it unbelievable that the member for Cockburn would have had no knowledge of this program, bearing in mind that in January 2005 the then Minister for Planning and Infrastructure put out a media statement on the Latitude 32 project that stated, amongst other things —

Several members interjected.

Mr J.H.D. DAY: Members opposite do not like the truth being brought home to them. They were very good at media statements and making big announcements but they were very, very poor at putting anything into effect. My predecessor made the following statement —

A community reference group, which included community representatives and Cockburn and Peel MLAs Fran Logan and Norm Marlborough, —

I can understand why the member for Cockburn would not want to be linked there —

was actively involved in the planning process and the master plan had undergone a rigorous public assessment process ...

“Both Fran Logan and Norm Marlborough played key roles in the many aspects of the consultation with the community on this complex project,” Ms MacTiernan said.

That relates to the Latitude 32 project. I find it unbelievable that the member for Cockburn had no knowledge of the intermodal freight facility proposal. As I have made clear, this report was initiated and completed in the period of the previous government. It is time the member for Cockburn was honest with his constituents.

Mr J.M. FRANCIS: Mr Speaker —

Point of Order

Mr D.A. TEMPLEMAN: The minister has used an extensive amount of time answering the question. There should be no supplementary question because we are bored to death.

The SPEAKER: I respect the member for Mandurah’s position in this place because I know that he has occupied this chair on previous occasions. I am sure that if he had been in the chair, he would have ruled that supplementary question out of order.