

PORT CATHERINE DEVELOPMENT, VALUATION

1451. Hon J.A. SCOTT to the parliamentary secretary representing the Minister for Planning and Infrastructure:

- (1) What process was used to determine the value of the land at the proposed Port Catherine urban marina and when was the valuation carried out?
- (2) Was the contract sale price for the land reviewed each time the Port Catherine development contract was renegotiated?
- (3) What valuation has been placed on the area of seabed to be used for residential and commercial development purposes?
- (4) Why is the zoning proposed to be urban-commercial rather than parks and recreation and waterways, as is the case at the Hillarys marina?

Hon GRAHAM GIFFARD replied:

I thank the member for some notice of this question.

- (1) The valuation process was established under the Port Catherine heads of agreement, endorsed by the previous Cabinet in January 1996. In determining the value of the land to be sold, the HOA required the land to be sold at fair market value on a highest and best use basis, assuming a conventional plan of subdivision excluding a marina. The valuation of the land would disregard any betterment factor that might be attributed to future approval of the project by statutory agencies or to project works undertaken by the Port Catherine developer. This valuation process was incorporated within Port Catherine project agreement No 1 and was endorsed by Cabinet in May 1997. The valuation was determined in September 1998 with an escalation rate to apply from the date of the agreement, 7 May 1997, until the land is sold to the developer.
- (2) The minister has been advised that this was done by the previous Government. The Gallop Labor Government is contractually obliged to honour that agreement.
- (3) Under the terms of project agreement No 2, which was endorsed by Cabinet in February 2000, the seabed has a nil valuation.
- (4) The urban zoning proposed at Port Catherine provides the flexibility for a mixture of uses, including commercial, recreation and permanent residential. The parks and recreation reservation at Hillarys provides for commercial and recreation uses, but precludes permanent residential uses. Hillarys Boat Harbour is a publicly built, owned and operated harbour. Funding of the proposed Port Catherine marina is more akin to the Mindarie marina, which is zoned urban. The Government is keen to maximise opportunities for public use of the Port Catherine marina.