

BRIDGETOWN BYPASS, COMMITMENT TO CONSTRUCT

447. Mr P.D. Omodei to the Minister for Planning and Infrastructure

I refer the Minister to the commitment by the Government to construct the Bridgetown Bypass in the 2006-2007 financial year, and ask -

- (a) does the Government intend to honour this commitment; and
  - (i) if not, why not;
- (b) what is the proposed route for the bypass and is it intended to extend the bypass; and
  - (i) if yes, what is the new proposal;
- (c) what is the estimated total cost of the bypass including modification to the railway line;
- (d) does the Government intend to close the railway line;
- (e) if the railway line is to be shifted -
  - (i) when will this take place;
  - (ii) what is the cost for shifting the line; and
  - (iii) what is the cost of resumption of any property as a result of shifting the railway line; and
- (f) what will be the status of the proposed Yornup industrial site should the railway line in Bridgetown be removed?

Ms A.J.G. MacTIERNAN replied:

- (a) Yes. Construction is anticipated in 2006/07. The exact timing is dependent on the completion of the required planning, land access and necessary approvals.
  - (i) NA
- (b) The proposed route for the bypass will follow the railway alignment on the east side of the main street and is based on the recommended option that came out of a Department for Planning and Infrastructure study of route options (DPI Option 3). Main Roads has advised that, in close consultation with the Shire Council, it will be investigating possible extensions to the bypass as part of their detailed planning.
  - (i) Refer to (b) above.
- (c) The current budgetary estimate based on DPI Option 3 is \$10 million. However, any modifications may impact on the estimate.
- (d) The Government has no plans to decommission any parts of the South West Rail Corridor. In any event it would require an Act of Parliament to do so. The South West railway corridor between North Greenbushes and Manjimup will be protected for use in the future, should commercially viable traffic be identified.
- (e)
  - (i) Refer to (d) above.
  - (ii) No detailed estimates have been prepared at this stage.
  - (iii) Preliminary estimates for acquiring land associated with an alternative railway alignment, excluding business compensation costs, is in the order of \$4 million.
- (f) The Draft Warren-Blackwood Region: Industrial Sites study identifies Yornup, located about 10 km south of Bridgetown, as part of a recommended framework site to accommodate sub-regional level industry in the long -term. The sites were identified through application of economic, environmental, and social criteria which included the availability of road and rail transport. Planning for the Bridgetown Bypass route does not propose the closure of the railway line as mentioned in (d) above. Hence, the status for Yornup as a potential industrial site does not have to change at this stage.