

FREMANTLE PORT AUTHORITY, LAND TRANSFER

124. Hon Jim Scott to the Parliamentary Secretary representing the Minister for Planning and Infrastructure
Further to Question on Notice No. 11 of Thursday, May 3 2001 to the Minister for Infrastructure and Planning -
On what grounds did the Fremantle Port Authority object to Proposal 7, the 8.9 hectares of land on Cockburn
Road, Munster being transferred to parks and recreation?

Hon G.T. GIFFARD replied:

Proposal Seven of MRS Amendment 991/3

The Fremantle Port Authority objected to Proposals Seven, which sought to transfer land from Public Purpose to the Parks and Recreation reservation.

Proposal Seven

The site contains the Fremantle Port Authority's Woodman Point Lighthouse. The principal use of the site is for the lighthouse, and the site has been planned, and retained for this primary use over many decades.

This lighthouse is a critical part of the Ports infrastructure. It is essential to facilitate the safe movement of ships. As shipping continues to grow in the Outer Harbour, the need to protect, and maintain this site for its principal use will only increase.

The purpose of the Metropolitan Region Scheme is to reserve land for certain land uses. Accordingly the Public Purpose reservation over the site has been used specifically, and appropriately, to protect the use of the site for the lighthouse.

The Fremantle Port Authority recognises that the site has a secondary role as a recreational area. The site is currently used in part for this purpose, and can continue to do so under the existing reservation. A change in reservation would not affect the recreational role of the site. Given that the recreational use of the site is not the principal use, a change in the Metropolitan Regional Scheme reservation is not considered to be justified.

The principal use of the site is for a lighthouse and the Metropolitan Region Scheme is being correctly applied via the Public Purpose reservation to reflect the continuing use of the lighthouse.

This is also in accordance with both the planning policy and State Planning Strategy of the Western Australian Planning Commission where planning for ports, as infrastructure of State significance, requires that they be protected via the planning system.