

# EXMOUTH BOAT HARBOUR

## Community Forum

Exmouth Recreation Centre

Tuesday, 10<sup>th</sup> June 2008

### WORKSHOP SESSION ONE – Questions and Clarifications

Q	What is the time frame for progress?
A	Significant process with many considerations and approvals. Construction should it follow would then take several years.
Q	How would tourism and oil and gas be separate with legislative requirements for different uses?
A	Considered during the expression of interest with separation required. Capacity exists within the harbour reserve to allow for adequate separation. It is a key requirement that must be met at the detailed planning level.
Q	Where does that put the prawn trawlers?
A	Existing harbour as it is with the existing harbour continuing its function.
Q	What about increasing space for ordinary boaties?
A	Working with Maritime Advisory Committee to construct new pens and refurbish existing pens. Superlot D may also be used for marina based activities to create an additional 170 pens.
Q	Are we better off getting industrial further down the coast and leaving this for super yachts? Photos of King Sound are pretty unsightly.
A	Multi modal site proposed with heavy industrial located away from the site. The vision is for a clean site with opportunities to ensure appropriate uses as an in and out hub.
Q	Can this be guaranteed and how can it be kept that way?
A	By law with regulatory and operational controls in place.
Q	Could this become like Fremantle and Rockingham with restricted access for local residents?
A	The harbour reserve boundary is the line in the sand. If harbour expansion happened what is the communities view?
Q	Can it spill beyond the area shown?
A	Beyond the harbour reserve there are many issues and we cannot go beyond it. This govt is not prepared to consider this with no rights or control extending beyond the reserve boundary.
Q	Will this max out future capacity within the harbour?
A	This will take up most of the available remaining space as a tourism and oil and gas base Other sites exist and would be potentially suited to future expansion.

Q	What about cyclonic conditions
A	Working with the shire for canal access in a cyclone.
Q	Are there any problems with the initial design of the marina flooding and drainage and seawall is not high enough and overtopping even when not under storm surge.
A	There has been damage under a number of recent flood events. Redesign has occurred in more recent times to reflect the current situation. The areas subject to inundation will be further protected from storm surge with expansion.
Q	Expansion of future pens with big boats and super yachts is fine. What about boaties with smaller boats and nowhere to go other than rent a big pen. Consideration for smaller yacht moorings or pens?
A	Discussing with Exmouth Yacht Club for some time with areas identified for storage of unpenned vessels. Additional areas of safe mooring are also created and would become available with expansion using Mediterranean type moorings.
Q	Proponents?
A	Mermaid and a Consortium: <ul style="list-style-type: none"> <li>• Bailey's Marine</li> <li>• Centurion</li> <li>• Bhagwan</li> </ul>

**WORKSHOP SESSION TWO – Advantages, disadvantages and parameters  
– Group Feedback**

<b>Category One - Heritage, Environment and Sustainability</b>		
	<b>Advantages</b>	<b>Disadvantages</b>
TABLE 1	<ul style="list-style-type: none"> <li>• Definite advantages but is there a real need for oil and gas. Can we do it without it? Probably not?</li> <li>• Do we need it? And what do we risk? Could it go south and is it an option?</li> <li>• Potential to make the most of the opportunity.</li> <li>• Don't object to oil and gas as an industry but many considerations.</li> <li>• If it could be somewhere else it may be better.</li> <li>• Not sure of the level of activity and other questions to be answered.</li> <li>• Sustainability for the town, but would prefer at industrial area.</li> </ul>	<ul style="list-style-type: none"> <li>• Impacts – noise, smell and visual.</li> <li>• Close to townsite</li> <li>• Fuel for tenders with prevailing winds.</li> <li>• Trucks and road structure with existing limitations.</li> <li>• Boat traffic issue for whale tourism.</li> <li>• Unknown quantity ships from the five oil/gas platforms. Without it we do not expand.</li> </ul>
TABLE 2	<ul style="list-style-type: none"> <li>• Opportunity for infrastructure upgrades.</li> <li>• Create employment</li> </ul>	<ul style="list-style-type: none"> <li>• Sustainability issue of road infrastructure into town with significant truck volumes</li> <li>• Pollution issues and increased shipping.</li> </ul>
TABLE 3	<ul style="list-style-type: none"> <li>• Benefit to keep in existing node.</li> <li>• Cost of developing not borne by the taxpayer.</li> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• Affect in the marine environment</li> <li>• Ballast discharge?</li> <li>• Flooding impacts – what affect on the floodplain.</li> <li>• Fuel and pollution management</li> <li>• Sand movement management</li> <li>• Effect on water course, natural currents</li> </ul>
TABLE 4	<ul style="list-style-type: none"> <li>• Already a harbour reserve but may be an “easy” option.</li> <li>• Anywhere else may cause flooding issues</li> </ul>	<ul style="list-style-type: none"> <li>• Construction method and environmental issues.</li> <li>• Likely to have environmental impacts so confine it to existing harbour.</li> <li>• Coastal engineering impacts – 100 year events?</li> </ul>
TABLE 5		

<b>Category Two - Amenity and Lifestyle</b>		
	<b>Advantages</b>	<b>Disadvantages</b>
TABLE 1	<ul style="list-style-type: none"> <li>• Potential for pens for those resident on the canals with cyclonic capacity – small recreational boats.</li> <li>• Multi use if made visually appealing.</li> </ul>	<ul style="list-style-type: none"> <li>• Traffic</li> <li>• Tourism, small commercial, recreational welcome. Oil and Gas are accepted but not the locations.</li> </ul>
TABLE 2	<ul style="list-style-type: none"> <li>• No existing infrastructure to cater for expansion – this may be the catalyst.</li> <li>• Can cater for more events including gamex.</li> </ul>	<ul style="list-style-type: none"> <li>• Commercial operations and tourist don't fit together</li> <li>• Recreational amenity reduced.</li> <li>• Rig tenders not desirable in this area.</li> <li>• Exmouth lifestyle based on tourism and does not fit with oil and gas.</li> <li>• Road infrastructure limitations</li> <li>• Trucks mixing with tourist and</li> <li>• Noise associated with truck movement.</li> </ul>
TABLE 3	<ul style="list-style-type: none"> <li>• Road access to the south of the new breakwater with impacts for existing tourism uses. Recreate this space?</li> <li>• Substantial breakwater to address surge problems.</li> <li>• Provides added protection for small boat users.</li> </ul>	<ul style="list-style-type: none"> <li>• Public access</li> <li>• Location used by local and tourist community for recreation</li> </ul>
TABLE 4	<ul style="list-style-type: none"> <li>• How would the mix of commercial and recreational occur.</li> <li>• Must have public access not a fenced off site.</li> <li>• Year round employment opportunities.</li> <li>• Fishing groyne and boat launching capacity.</li> <li>• Tourism hub</li> <li>• Improved boat launching facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Parking concerns.</li> <li>• Hours of operation (backpackers)</li> </ul>
TABLE 5		

**Category Three - Economic and Urban Issues**

	<b>Advantages</b>	<b>Disadvantages</b>
TABLE 1	<ul style="list-style-type: none"> <li>• May be an opportunity to provide affordable moorings for smaller vessels.</li> <li>• Demographic impacts – more diverse mix of people.</li> <li>• Super yacht industry – more business opportunities for marine services.</li> <li>• Freight opportunities with competition having flow on benefits.</li> <li>• Improved public facilities</li> <li>• Increased sea wall height.</li> </ul>	<ul style="list-style-type: none"> <li>• Affects on accommodation – rental and non rental – price and availability.</li> <li>• Design to consider urban design impacts and linkages.</li> <li>• Accretion and erosion</li> <li>• Affects on utility resources – power, water, etc.</li> </ul>
TABLE 2	<ul style="list-style-type: none"> <li>• Increased population may enable better community services with economies of scale.</li> <li>• Wider technical and trade skills and suppliers.</li> </ul>	<ul style="list-style-type: none"> <li>• The size and scale of Exmouth is good and this will impact.</li> </ul>
TABLE 3	<ul style="list-style-type: none"> <li>• Provide affordable moorings for smaller vessels (less than 30ft)</li> <li>• Effect on demographics</li> <li>• Economic benefits of super yacht</li> <li>• Investigate freight opportunities</li> <li>• New businesses provide competition for costs</li> <li>• Improved facilities amenities to cater for public/visitors – roads, toilets, carparks</li> <li>• Upgrade existing sea wall</li> <li>• Added protection small boat users in existing harbour</li> </ul>	<ul style="list-style-type: none"> <li>• Effects on rental accommodation – all property prices and availability</li> <li>• Design process to take into consideration urban design</li> <li>• Design to consider sand built up and movement</li> <li>• Consider effect on existing resources – utilities, water, power</li> </ul>
TABLE 4	<ul style="list-style-type: none"> <li>• Offshoot industries.</li> <li>• Ability to bring cruise ships in.</li> <li>• World Heritage</li> </ul>	<ul style="list-style-type: none"> <li>• Who will funding for associated infrastructure – utilities, schools, and roads etc.</li> <li>• Managing joint usage in a residential setting.</li> <li>• Water supply an issue in town - sewerage</li> </ul>
TABLE 5		

## OPERATING PARAMETERS

- Limit the volume of boat traffic
- Operating hours – supplies and fuels.
- Environmental management with contingency for risk events
- Supply only not servicing big ships.
- Road infrastructure improvements
- Fuel storage provisions – volume and scale
- Environmental management controls.
- Visual impacts and measures to create a pleasant place.
- Tourism provisions – shuttle, phones, facilities, etc.
- Opportunities for additional boat ramps in the precinct or reserve – parking, traffic and access.
- Inclusion of boat stacker
- Mix of boat traffic – small and large.
- Consider all infrastructure.
- Noise, smell and other impacts – who will monitor and be the watchdog.
- Managing public access – 7 to 7.
- Restriction to machinery not vessels
- Underground fuel
- Sheds elsewhere – lay down only
- Containers not permanent but allowed.
- Single trailer vehicles with single access point
- Noise
- Dust
- Concrete hard stand
- Lighting management
- Area for smaller boats
- No sandblasting
- Gas pipeline