EXMOUTH BOAT HARBOUR

Community Forum

Exmouth Recreation Centre

Wednesday, 11th June 2008

WORKSHOP SESSION TWO – Questions and Clarifications

Q	What is the distance from the existing wall to the new boundary?
A	Around 200m from the wall.
Q	Will the existing sand dunes remain?
A	Not part of the harbour area and controlled by shire.
Q	Who are the proponents?
A	They are: • Mermaid Marine • Consortium: ▪ Bailey's Marine ▪ Centurion ▪ Bhagwan
Q	Are Woodside and BHP interested? They have done significant work and chose other solutions; in an environment that is difficult to attract private money.
A	The EOI was considered by them but did not suit their requirements and they did not submit an EOI.
Q	Who are the proponent's customers? Oil and gas or other industry?
A	Have looked at a range of customers with industry involvement already. Looking to expand to other industries.
Q	Is there data to suit the claim for increased demand? How many super yachts and other?
A	The EOI process explores opportunities but no comprehensive research. Demand is ongoing however and cannot be met in the current configuration. If this progresses then more work is required.
Q	Does the EOI ask for specific infrastructure to be identified by proponents?
A	Seeking : • Refuelling • Cargo hub • Crew changes • Provisions and stocking of offshore platforms and rigs.
Q	It is difficult to comment without the level of detail expected by the community? Would there be: • large fuel storage tanks. Significant storage in some form required but could be above or below ground.

	• Lay down area. Large lay down areas elsewhere with mobilisation from the harbour as a transfer point. • Equipment Sheds. Yes • Cranes. Yes. Is there anywhere where this marrying or combination occurs with residential nearby?
A	Dampier is industrial and not the same model here. Yes at Sydney in the area of Darling Harbour.
Q	If the door is open will subsequent pressure see the harbour expand further to meet their needs?
A	Land tenure covered under the lease to address operational issues to reflect the views of the many stakeholders.
Q	Are any other govt departments invited to participate?
A	Working with Main Roads, Dept Environment and Conservation, LandCorp, Dept of Water, Western Power, Horizon and WA Police and Customs. Meeting with Defence subsequently to provide a suitable berthing site. A list of govt stakeholders consulted as part of this process will be posted to the project website for information.

WORKSHOP SESSION TWO – Advantages, disadvantages and parameters

Category One - Heritage, Environment and Sustainability		
	Advantages	**Disadvantages**
TABLE 1	• Leasehold arrangements best solution. • Heavily controlled and managed tourism component required. • Similarly oil and gas.	• Look at long range impacts and management of increase tourism activities and impact. • Managing more ships and ballast discharge, dredging. • Possibility of future major expansion is a major concern. • Fuel transfer and spillage. • Displacement of whales.
TABLE 2	• The harbour will limit the number of boats anchoring offshore with less impacts to coral.	• Whale impacts. • Dredging impacts. • Flood plain management and report findings. • Existing water supply and capability. • Harbour flushing performance • Introduced pests from tourism vessels.
TABLE 3	• The scale will promote the expansion of sewerage treatments in the harbour. • Promotes more jobs and people as a sustainable solution. • Sand dune staying would be a good buffer.	• Would oil and gas stay within the site constraints and pressure from industry. • Future industry pressure to expand operations. • Ongoing management costs and responsibility not known
TABLE 4	• Flood management opportunities. • Current facility has a good marine environment that must be managed to the same standard in the future. • Safer for vessels entering and leaving the harbour. • May create a fish nursery. • Super yachts don't carry ballast. • Must meet the relevant standards for port operations. • Landscaping could be included to retain the heritage of the town "feel"	• Visual and noise pollution • Dunal barrier retained. • Impacts of increased transport.

Category Two - Amenity and Lifestyle		
	Advantages	**Disadvantages**
TABLE 1	• Working harbour as an attraction with activity and something to do. • Having a chance to influence developments such as this. • Keeping facilities limited to limit social impacts and problems. • Inclusion into DPI Regional Structure Plan to address social demographic essential	• Social issues and demographic impacts – fly in fly out may have associated negative culture change. • Wilderness factor at risk. • Creation of visual and lighting pollution • Dredging for cruise liners require large basin
TABLE 2	•	• Traffic management –large vehicles, single access vehicle conflict. • Ongoing road maintenance standard. • Dune retained as a natural barrier. • Harbour flushing. • Retaining Exmouth lifestyle • Retaining beach access. • Bilge and ballast discharge. • Provision of enhanced water, housing, health and other services. • Cyclone planning and provisions. • Harbour security planning. • Impacts upon coastal and dunal processes.
TABLE 3	• Already a marina with residents aware of its purpose. • Retention of public foreshore access. • Trade off or offset of public space and amenity by proponent. • Inclusion of additional fishing facilities	• Close to residential – trucks and noise • Oil and gas seen to be heavy industry use.
TABLE 4	• Recreational amenity – hardstand, Tami lifting, service areas for recreational boats. Eg Fremantle fishing boat harbour seen positively • Landscaping new facility – aesthetics from resort • Boat stacking and storage • Cyclone protection • Direct resort access • Boats visiting and economic boost	• The number of larger vessels. • Public access • Super lot B hasn't been finalised

Category Three - Economic and Urban Issues		
	Advantages	**Disadvantages**
TABLE 1	• Year round employment potential. • Opportunity to provide more affordable housing in Structure Planning process	• Employment type and service industries won't meet cost of living in Exmouth. • Where will people live? • Where will water come from?
TABLE 2	• Increased employment base. • Housing schooling and other public infrastructure.	• Impacts of world wide recession and future economic climate. • Existing housing impacted negatively. • Exmouth is tourism town how will this be affected? • Port security and beach access • Site activities impacting upon resort and town, light, dust, noise, • Proximity to town with port security.
TABLE 3	• Economic opportunities within town • State ship usage and potentially cheaper transport costs. • Vessel servicing opportunities. • Adds another industry • Capacity for boat building and servicing • How would the uses be mixed – Fremantle port and Hamilton Wharf Qld	• Trucking movements. • Close to some residential. • Pressure to raise prices in town • Stopping future expansion by proponent beyond initial controls over time. • Fuel storage – not good site for above ground. • Residential may not be a problem due to dune separation but may be for new residential adjacent
TABLE 4	• Economic boost from increased activity and accessibility of boats. • Business opportunities. • Greater recreational and commercial usage • Leases available for common use with more reasonably priced service access possible. • Improved infrastructure - Tami lifter etc, bunded waste traps. • More launching ramps	• Infrastructure demand – water, waste, sewerage, etc • Place strain upon real estate development. • Waste traps and sheds spraying etc • Need Harbour Master to manage facility and resources to help manage

OPERATING PARAMETERS

- Potential for additional training and employment
- Harbour master and structure including resourcing to manage the increase.
- Operating Hours – for loadout and heavy traffic and noisy usage – forklifts, etc. Varying views business hours to 24x7. May need to differentiate between uses.
- Road trains access provisions.
- Business Plan and management structure for recreational and commercial usage
- Attractive design of the facility
- Public access
- Surveillance provisions
- Traffic management.
- Road upgrades
- Use of buffer zones
- Large tanks offsite or underground
- Built form barrier to screen less attractive areas.
- Shire responsibility to pay to be revisited.
- Encourage local employment to offer something to the community
- Trade skilling of locals.
- Bring affordable housing with it.
- TBL assessment of the proposal at an early stage
- No industry fabrication
- If fuel then tanked, stored elsewhere and piped.
- Zero carbon footprint overall.
- Use of frequent environ auditing 5 and 10 years recurrent.
- Better forecasting of housing and support requirements
- Shipping to use designated channels to avoid marine life.
- Continued public access other than where safety issues exist
- Strict quarantine requirements.
- Height and built form limitation of buildings
- Light management measures
- Construction camp to be provided on site.
- Waste removal policy – 20 20 policy