



Exmouth Harbour Development Community Consultation Report



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1.0 INTRODUCTION

The Department for Planning and Infrastructure (DPI) is the authority vested with responsibility for the Exmouth Boat Harbour (the Harbour). In the last few years, particularly since 2006, it has become evident that there are insufficient vessel berthing facilities in the Harbour to meet current requirements and, perhaps more importantly, there is no scope to accommodate emerging commercial and recreational boating trends.

The Harbour was opened in 1997 and provides 24 general purpose floating pens, 18 charter vessels pens, 8 trawler pens and a large service wharf. All of these facilities are heavily utilised and there are currently 32 applications for berths on the waiting list. Further applications are expected as more residents move into the newly constructed Exmouth Marina Village residential precinct and from the town in general. A significant growth in the number of tourism based charter vessels is anticipated to accommodate the growth of tourism demands at Exmouth.

The demand on vessel berthing facilities is subject to seasonal and periodic pressures where supply is unable to meet the demand. For example, the increasing popularity of annual game fishing competitions attract boats to Exmouth from around Australia and other parts of the world, along with the growth in interest from super yachts travelling into the Western Australian waters from overseas.

The oil and gas industries have, over the past few years, significantly increased their use of the Harbour. This industry is seeking expansion of Harbour facilities to provide servicing facilities for the offshore oil and gas operations in the Exmouth Gulf. Most of these facilities are within 60 kilometres of Exmouth and must currently use harbour facilities at Dampier, approximately a 1,100 kilometre round trip. In the next five years it is anticipated there will be \$14 billion in investment in this industry and new harbour facilities are needed to efficiently serve it.

In response to these pressures the DPI, at the request of the Minister for Planning and Infrastructure (the Minister), advertised for Expressions of Interest (EOI) for the private sector to determine the feasibility and interest in a possible expansion of the Harbour. Two EOI's from suitable applicants demonstrating the appropriate capabilities and financial backing to undertake the project were received.

No commitments have yet been made to expand the Harbour. In late 2007 the Minister directed the DPI to consult with the Exmouth community and stakeholders about the expansion proposal. The objectives for this consultation process were to:

1. Establish an independent Committee, appointed by the Minister, to provide strategic guidance for the consultation process.
2. Gain the active participation of the Shire of Exmouth and key stakeholders to the process.
3. Engage the Exmouth community in consultation with stakeholder interviews and community forums.

4. Ensure key stakeholders and the community are provided with an opportunity to present ideas on the desirability and direction of the future usage of any expansion to the Harbour.
5. Prepare a report from the Committee to the Minister on the outcomes of the consultation process.
6. If the proposal for expansion gains public support, and Ministerial endorsement, the DPI will conduct further consultation with the two EOI proponents.
7. Subject to relevant approvals the formal process for "Request for Proposals" (RFP) for expansion of the Harbour will commence.

It should be noted that the RFP process is normally regarded as the initial step in any planning and development process. The current process is therefore a pre-initial step to decide whether to proceed to the RFP stage. Any proposals that may emerge from the RFP process will in turn be subject to the full gamut of public consultation and assessment by relevant government agencies.

1.1 Purposes of this Report

This report has two purposes. Firstly, it is to assess the general level of support among the Exmouth community to the idea of expanding the Harbour, without being presented a firm proposal to respond to.

Secondly, it is to assess the issues raised in submissions which were received in response to the consultation process to gauge community concerns and preferences and, more importantly, to assess whether any submission raises any serious flaw/s which would preclude further expansion. Even if there was overwhelming support for the expansion proposal, a single objection pointing out a credible and irrefutable fatal flaw may terminate further consideration of the harbour expansion, and the proposal would not be likely to proceed.

1.2 Administrative Arrangements for Overseeing the Consultation Process

The work for the consultation process and this report has been overseen by the Ministerially appointed Exmouth Boat Harbour Development Committee (the Committee) comprising:

- Hon Vince Catania MLC (Chairperson) - Member for Mining and Pastoral Region
- Hon Bob Kucera MLA (Member for Yokine)
- Mr Phil Anastasakis - CEO, Shire of Exmouth
- Mrs Ronnie Fleay, Shire President, Shire of Exmouth
- Ms Stephen Yule - CEO, Gascoyne Development Commission
- Mr Barry Sullivan - President, Exmouth Chamber of Commerce
- Mr Glen Musto, Senior Project Planner, DPI
- Mr Peter McNally - Business Manager LandCorp
- Mr Peter Sewell - Regional Manager Gascoyne, Main Roads WA
- Mr Steve Jenkins A/General Manager, Coastal Infrastructure Business Unit, DPI
- Mr Nich Grundy, Assistant Manager Regional Facilities, DPI

1.3 Background to the Development of the Harbour¹

From the 1960's to the early 1990's Exmouth was a strategic military base occupied by the United States of America. The civilian population of the town was mostly to service the American base. After the withdrawal of the Americans from Exmouth in the early 1990's the town focussed on developing a fishing and tourism based future to ensure there was a continuing growth of the local community.

In the late 1970's to 1980, plans for a marina were being formulated at the town. There were several design options incorporating pen systems to accommodate an expected growth in recreational and commercial boating in the area. One of the favoured designs for a proposed Coral Coast Marina included a two stage development with an entrance channel from the ocean and two marinas inland from the coastline. This design required small breakwaters and received Environmental Protection Authority (EPA) approval, however the development did not proceed. (See Figure1)

Further plans for a marina were considered in the early 1990's but it wasn't until 1995 that plans for a harbour on the coastline were developed. The Harbour was designed utilising large rock revetment walls protruding into the Exmouth Gulf, differing from the earlier plans to build the harbour inland.- (See Figure 2)

FIGURE 1 PROPOSED HARBOUR 1991

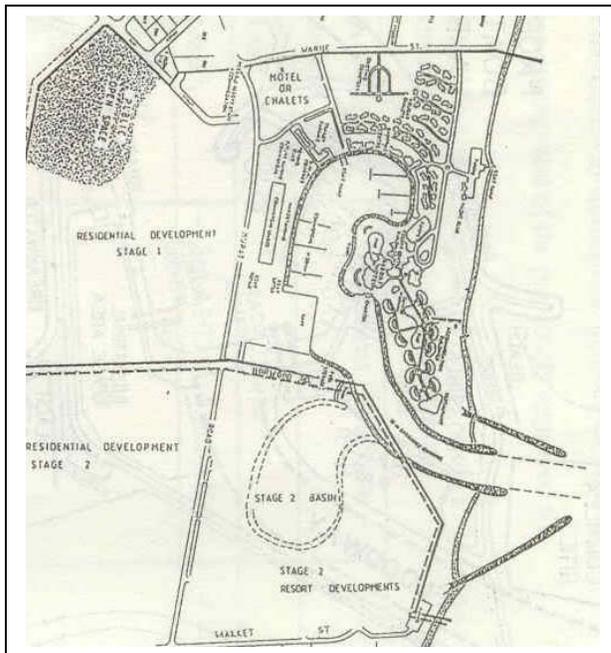
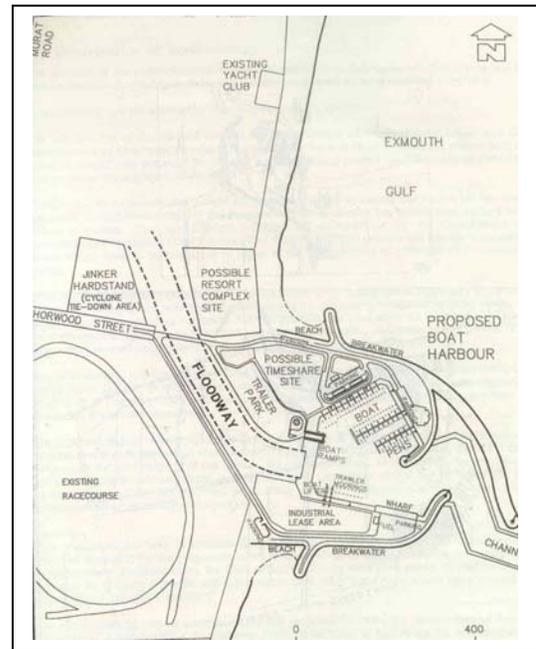


FIGURE 2 PROPOSED HARBOUR 1996



Source: EPA Bulletin 806, January 1996

The EPA reported on the new proposal in January 1996 in Bulletin 806. In this bulletin only the harbour and new quarry to provide materials for the harbour were considered. The marina at that time was being revised by LandCorp and would be subject to a later assessment published in November 1997 in Bulletin 868.

¹ This background is largely taken from EPA Bulletins Nos 498 (1991), 806 (1996) & 868 (1997).

The Harbour was officially opened in 1997 with 24 general purpose floating pens, 18 charter vessel pens and 8 trawler pens (50 pens). The harbour has performed extremely well both environmentally and functionally to the stage that the demands for berthage now greatly exceed the available facilities. The harbour has accommodated a range of marine related industries and sectors including prawn and scallop fishing, wetline fishing, tourism based charter and diving venture vessels, limited size offshore commercial vessels and recreational vessels, including large numbers of transient yachts.

The existing harbour has some expansion potential, predominantly for vessels less than 20 metres in length with relatively shallow draft. The number and type of vessels wishing to access the harbour as a new home port are generally too large for the existing facilities. The tremendous growth in the offshore oil and gas industry being experienced off the coast of Exmouth is resulting in demands for harbour facilities in the Exmouth area.

This background is interesting insofar as it shows that firstly, previous proposals which culminated in the Harbour were reportedly widely supported by the community, and secondly that most of the issues raised against expansion this time which were mainly environmental issues, have been raised before and have been considered manageable.

1.4 Structure of this Report

This report is in seven sections:

Section 1 contains the introduction and background information.

Section 2 provides the background to measures taken to alert the Exmouth community to the proposals and encourage them to provide feedback on the level of support (or otherwise) for the ideas, and also to raise any concerns they would like to see addressed, should the project proceed.

Section 3 contains a report by Patterson Research Pty Ltd, a Perth based community research organisation, into community attitudes towards the idea of expanding the harbours.

Section 4 discusses the two community forums conducted in Exmouth and one information session held in Fremantle, how they were run, and what the outcomes were.

Section 5 provides an analysis of all the submissions received.

Section 6 provides a tabulated synthesis of all the issues raised, a synthesis of the DPI recommendations in respect to each issue raised, and a synthesis of the Committee resolution in response to each recommendation.

Section 7 summarises the outcomes of the consultation process and makes recommendations for the Committee to present to the Minister.

- Attachment 1 contains a list of References;
- Attachment 2 contains examples of the information brochures made available throughout the town and the flyer which was posted to every household and rate payer in Exmouth;
- Attachment 3 contains an example of the questionnaire used by Patterson Research;

- Attachment 4 contains an example of the Feedback form on which most submissions were made;
- Attachment 5 contains the PowerPoint presentation made as background briefing to the participants of the community forums held in Exmouth on June 10 and 11, 2008, and at the information session on 25 June, 2008; and
- Attachment 6 contains the outcomes from each table in the workshop session of the community forums.

1.5 Process for Progressing the Proposal

The outcome of this report would be a recommendation to the Minister on whether, in the light of findings of the consultation process, there is sufficient community support for the proposal to expand the Harbour to proceed to the second planning stage.

Subject to the Minister's approval, the DPI would develop a RFP document for the two successful EOI proponents. Critically, the RFP's conditions will be referenced to the outcomes and issues collated during the consultation process as documented in this report.

The RFP submissions would be assessed by the DPI in conjunction with other independent parties and a preferred proponent would be recommended to the Minister. DPI would prepare a draft lease to incorporate the project conditions and requirements for the proponent who would then be invited to prepare full documentation supporting the proposals, including environmental and heritage assessments for submission for planning approval. This process would include the production of Construction Management plans to be agreed with the Shire, and would address the requirements and conditions derived from this consultation process.

Planning approval, other statutory approvals, execution of the land and seabed lease and the preparation of detailed working drawings, would be required before construction could begin.

1.6 The Study Area

The core Study Area is the extent of the existing Harbour Reserve vested in the Minister for Transport under the Marine and Harbours Act 1981. It is shown as Figure 3A.

In a sense, the Study Area is the whole of the Exmouth Region land and marine environments, in that concerns were raised about the wider possible impacts in the Exmouth Gulf of the proposal to expand the Harbour.

FIGURE 3A THE STUDY AREA - THE HARBOUR PUBLIC PURPOSES RESERVE

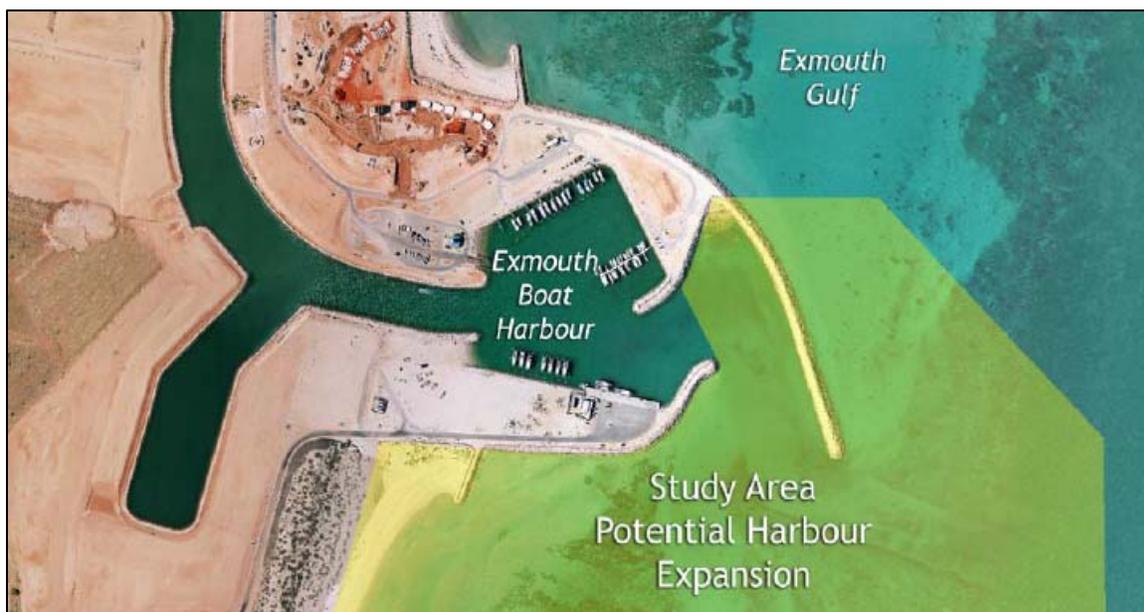


FIGURE 3B THE STUDY AREA - WITH POTENTIAL LAND DEVELOPMENT AREA



Source: DPI

The Harbour site is now part of a larger residential marina and tourism development. It is located approximately 2 kilometres south east of the Exmouth Townsite.

FIGURE 4 THE HARBOUR IN RELATION TO THE MARINA AND EXMOUTH TOWNSITE



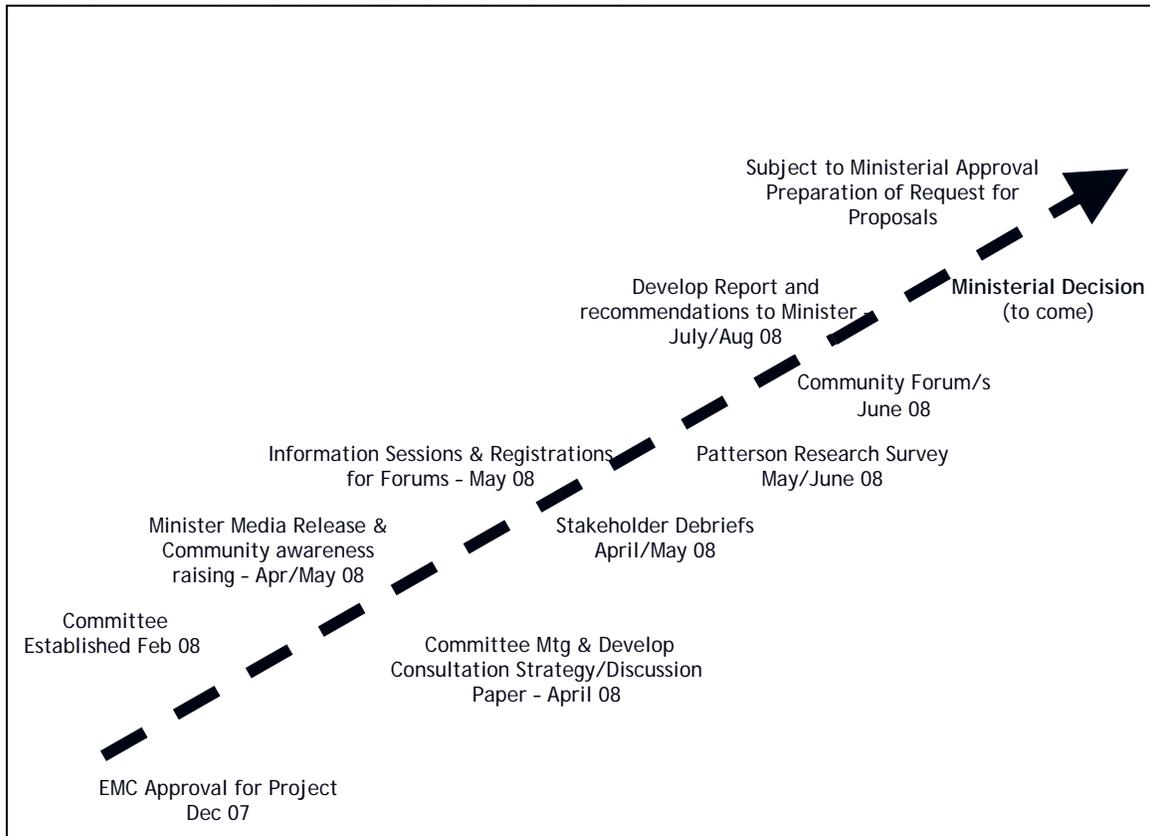
Source: DPI

2.0 THE CONSULTATION PROCESS SO FAR.

The purpose of this consultation process has been to determine the Exmouth community attitude towards the idea of expanding the Harbour. The outcome of this process will be a report from the Committee to the Minister on the outcome of the community/stakeholder consultation process and recommendation on whether to proceed to the RFP stage of inviting proposals to expand the harbour from the successful EOI proponents.

Any plans and proposals that may emanate from the Request for Proposal process will be subject to further community consultation. The timeline for this exercise is summarised on the following diagram.

FIGURE 5 PROCESS TIMELINE AND NEXT STEPS



Source: DPI-2008

The consultation process was launched by the Minister during a visit to Exmouth on 28 April, 2008 followed by Ministerial media releases. At the commencement of the consultation process the DPI launched a website providing background information on ideas to expand the Harbour:- [REDACTED]

To raise community awareness some 1,830 flyers (see Attachment 2) were sent to 1,165 ratepayers (whether resident at Exmouth or not) and placed in 655 private post boxes in Exmouth in the week commencing Monday 26 May 2008. In the same and following week advertisements advertising the community forums appeared in:

- Northern Guardian;
- Exmouth Expressions;
- Exmouth Shire Newsletter; and

- West Australian.

The advertisements invited people to register for two community forums planned for the evenings of 10 and 11 June, 2008 at Exmouth. In the week preceding the forums, posters advertising the community forums were posted at key locations around the town centre.

A Summary Issues paper was developed and made available on the Exmouth Harbour Development page of the DPI website, and provided at key locations around Exmouth. In addition, DPI Project Officers attended the town markets and local sports events encouraging people to be involved in the process and to attend the community forums.

The first community forum held in the evening on 10 June, 2008 attracted 39 community members.

The second community forum held in the evening on 11 June, 2008 attracted 25 community members.

Given that the population of Exmouth is estimated at about 2,500, DPI is confident that virtually every resident and rate payer had access to information regarding the Harbour expansion proposal and would have been provided the opportunity to comment.

In all, 135 feedback forms were received in response to the community forums and from the feedback forms that were distributed and made available at various venues in the town centre. Feedback forms were also available online as downloads or to comment online. This represents an 8% response rate.



Community Forum Tuesday 10 June, 2008

3.0 PATTERSON RESEARCH OUTCOMES

The DPI engaged Patterson Market Research Pty Ltd to conduct a home telephone survey of Exmouth residents to gauge community awareness of, and opinions on, the idea of expanding the Harbour which had recently been advertised by the DPI.

3.1 Objectives and Additional Information

The project objective was to provide an early indicator of the general community awareness of, and attitudes towards, the proposed expansion and extension of the Exmouth Harbour to accommodate larger and more vessels. The purpose was to provide an independent and reliable indication of opinion prior to the two community forums planned for 10 and 11 June, 2008.

3.2 Method

3.2.1 Fieldwork Details

The research was carried out amongst adult residents of Exmouth. The survey was conducted by means of a quota managed random telephone survey. It achieved a sample of 100 interviews. Upon the conclusion of data collection, the average interview length was calculated to be 12 minutes.

3.2.2 Questionnaire

The questionnaire used for the research was designed by Patterson Market Research personnel, in consultation with key personnel from the Coastal Infrastructure Business Unit of the DPI.

A final copy of the questionnaire is provided at Attachment 3.

3.2.3 Survey Precision

The survey sample of 100 interviews produces an estimated survey error of just +/- 9.7% at the 95% confidence level for an estimated adult population of 1500.

3.3 Detailed Findings

3.3.1 Sample Profile

The 100 interviews were conducted on the evening of Friday 30 May, 2008 and through Saturday 31 and Sunday 1 June, 2008. Survey responses were coded and open ended questions analysed and coded and entered into the computer system on Tuesday 3 June, and Wednesday 4 of June, 2008.

The sample included:

- 60 males and 40 females.
- 12 respondents had lived in the area for up to three years, 17 reported having lived in the area from three to five years, and 71 respondents reported living in the area for six or more years.

3.3.2 Awareness of the Plans To Extend the Harbour

Respondents were asked to indicate if they were aware of the proposal “to extend Exmouth Harbour out to a new breakwater to accommodate the growing demand for harbour facilities?”

It was found 80% reporting awareness of the plans and just 20% were unaware.

The major means by which respondents had learned about the harbour extension were from:

- 58% reported hearing from friends or family;
- 28% from the local newspaper;
- 14% “rumour/word of mouth”;
- 14% government brochures/handouts;
- 7% website/internet/email;
- 3% council meetings;
- 5% through work/work related; and
- 4% radio/TV.

In essence, it appears that the proposal to extend the harbour is common knowledge throughout the majority of the community, and the extent of the influence of “word of mouth” and “information from family and friends” for the information source suggests that it is a topic of discussion around town.

Six out of 10 respondents were aware that the government planned to undertake some community consultation to listen to community opinions about the project. 61% indicated that they were aware and 39% reported that they were unaware of such consultation plans.

3.3.3 Usage Of The Harbour Facilities

Only 13% of respondents report that they don’t use the harbour facilities at all. It was found:

- 13% don’t use the harbour at all;
- 26% “rarely” use it;
- 36% “quite often” use it; and:
- 25% report that they “very often” use it.

Of the total adult population, 72% report that they or a family member use the boat harbour to launch or retrieve boats, or use one or another of the moorings. 47% report using the harbour at least sometimes to fish or walk etc.

Amongst the subset of people who use the harbour in one way or another, it was found:

- 75% use it to launch or retrieve recreational boats (7% use it to launch or retrieve commercial boats);
- 29% fish within the harbour limits;
- 16% socialise (walk, drive, sight see);
- 11% work there or have some work related activity in the area;

- 10% use the moorings;
- 6% fish outside the harbour; and
- 1% reported going diving from the harbour.

3.3.4 Assessment Of The Adequacy Of The Harbour Facilities

Amongst people who use the harbour, it was found:

- 48% believe it is “well up to current usage levels”;
- 31% believe it is “sometimes inadequate”;
- 14% believe it is often inadequate; and
- 7% believe it is constantly inadequate.

As may be anticipated, boat users were more likely to believe that the harbour facilities are at least sometimes inadequate than were people who use the harbour in other ways (fishing or other recreational activities). Amongst those who use boats in the harbour, 57% believe that it is at least sometimes inadequate compared to 49% of respondents who use the harbour for fishing or other recreational activity.

3.3.5 Support Or Oppose The Concept Of Expanding The Harbour

When respondents were asked if “from what you know or have heard so far, are you generally in favour of, or opposed to, the concept of expanding the capacity of Exmouth Harbour?” Table 1 below summarises the responses to that question, indicating that 60% at least tend to favour the harbour expansion, 19% neither oppose nor support, and 18% oppose.

TABLE 1 ATTITUDES TO HARBOUR EXPANSION

	Total	Gender		Frequency Use Harbour			User Type	
		Male	Female	Non User	Rare	Regular	Boat User	Fish/ other
	N=100 %	N=60 %	N=40 %	N=13 %	N=26 %	N=61 %	N=73 %	N=44 %
Definitely in favour	42	59	23	20	21	56	50	39
Tending to favour	18	12	25	6	28	16	17	23
Neither one nor the other	19	12	28	30	32	11	15	23
Tending to oppose	10	5	15	17	16	6	9	7
Definitely oppose	8	9	7	18	3	9	7	5
Don't know	3	3	2	9	-	2	2	2
Totals	100	100	100	100	100	100	100	100
NET IN FAVOUR	60	71	48	26	49	72	67	62
NET WHO OPPOSE	18	14	22	35	19	15	16	12

Source: Patterson Research Pty Ltd

Whilst caution over sample sizes of the sub groups in the above table should be taken, it would appear that boat users are much more strongly in favour of the expansion of the harbour than are respondents who use the harbour in other ways. (Note that respondents could be both boat users and fishers/other recreational users, and hence be recorded in both of these columns). Moreover, respondents who are regular users of the harbour are more

likely to be in favour of the expansion than those who are rare or non users of the harbour. Amongst regular users, it was found that 72% at least tending to favour the harbour expansion compared to 49% of respondents who “rarely” use the harbour and 26% of respondents who do not use the harbour at all.

3.3.6 Reasoning For Attitude On The Harbour Expansion

Amongst the 60% of respondents who favour the harbour expansion, it was found that their reasoning was:

- 49% - they need to increase capacity/can't take big boats/not enough room;
- 47% - to increase the economy/jobs/growth for the town;
- 27% - for tourism and cruise ships;
- 18% - for commercial/oil and gas industry; and
- 15% - better facilities and infrastructure for all.

Amongst the 19% who neither supported nor opposed the expansion, the most common reasoning was:

- 48% - there's not enough information yet;
- 15% - environmental concerns;
- 10% - puts increased population pressure into the area/pressure on the broader infrastructure;
- 11% - it would increase industry only (negative connotation); and
- 9% - they need to finish what's been started/will not be efficient.

Amongst the 18% who opposed the expansion of the harbour, it was found the major reasoning to be:

- 42% - it's not environmentally friendly/environmental concerns;
- 37% - believe that the harbour is adequate as it is;
- 26% - it would increase population pressure on the broader infrastructure;
- 22% - it would be only to the benefit of industry expansion; and
- 10% - it won't be efficient/need to finish what's been started.

3.3.7 Perceived Benefits Of The Harbour Expansion

Amongst the total survey sample it was found that the perceived benefits of the harbour expansion were:

- 49% - increased growth in the economy/more job opportunities;
- 46% - increased tourism/easier for cruise ships;
- 24% - need it for more pens/ease congestion;
- 23% - will increase industry benefits/may encourage people to stay in town;
- 11% - improved infrastructure;

- 3% - improved safety; and
- 2% - improved fishing opportunities.

The perceived negatives of the expansion were:

- 42% - potential environmental concerns;
- 27% - “there are no negatives”;
- 16% - an increase in people and traffic;
- 11% - the effect of dredging on tides, sand and landforms etc;
- 7% - it would bring bigger boats;
- 7% - it would put pressure on infrastructure of the town;
- 6% - it would benefit industry only ;
- 5% - it would change fishing/fish stocks (increase exotic species);
- 4% - the visual and noise impacts; and
- 1% - a need to finish other projects first.

3.4 Summary Of Feelings Towards The Harbour Expansion

84% agreed that the harbour would help the economic development of Exmouth.

39% disagreed that it would create unacceptable environmental damage, though

42% agreed with this notion. In other words, four out of 10 respondents are of the opinion that the harbour expansion would create unacceptable environmental damage.

79% believe it will help create new industry and opportunities, and

65% agree that it would improve the harbour facilities for local people.

3.5 Outcomes of the Patterson Research Survey

Notwithstanding the limitations of the research undertaken by Patterson the DPI believes the findings are most useful as a cross check to the findings from the analysis of the feedback forms which were received from the community later in the consultation process.

4.0 THE COMMUNITY FORUMS

The community forums were intended to be the main events of the community consultation process. Two forums were held in Exmouth on 10 and 11 June, 2008 and one in Perth on Wednesday 25 June, 2008

The Exmouth forums were widely advertised in Exmouth. Persons interested in attending were invited to register with the DPI in writing, by phone, fax or email. The reason for this was to ensure facilities on the nights of the forums were adequate for the number of people attending.

The forums were held in the main hall of the Exmouth Recreation Centre in the evenings of 10 and 11 of June, 2008. The forum on the 10 June, was attended by 39 participants and on the 11 June, by 25 participants. In addition a number of DPI staff were on hand to act as facilitators at the tables during the workshopping part of the forums. Most of the Committee attended as observers.

Both forums were managed by a professional facilitator².

4.1 Objectives and Process for the Forums

On both nights the format of the forums was the same. The agenda comprised:

- A welcome by the Chairman of the Committee. The Chairman emphasised the importance to which the Committee would view the outcomes of the consultation process and encouraged participants to freely express their views.
- An explanation of the purpose (objectives) of the forums and the process to be followed by the facilitator. The objectives were to:
 - Assess the level of support for the proposed expansion of the Harbour.
 - Explore the various uses and benefits that may arise from expanding the Harbour.
 - Obtain feedback from the community on the types of issues, usage and operating parameters that could be applied to an expanded facility.
- The process for each evening was to be:
 - A background briefing by the DPI A/General Manager of Coastal Infrastructure Business Unit in a PowerPoint presentation. This introduction gave the background to the development of the existing harbour, current shortfalls in harbour facilities and pointers to future demand for new facilities. Following this there was a question and answer session whereby participants could raise questions or seek clarification on all aspects of the harbour expansion, including adverse aspects. The issues raised in this part of the forums are discussed below.
 - The next part of the forum was the workshop session where participants grouped into about six to nine at a table. Each table had a facilitator whose role was to record (not lead) discussion and answer questions.
 - At the end of the evening the facilitators presented the main issues or findings raised at each tables. These are also discussed below.

² Linton Pike of Estill Pty Ltd.

- All participants were provided with an individual feedback form on which to record their personal (as opposed to group table) feedback. An analysis of these forms and the issues raised in them is included in Section 5 and Section 6 of this report. These forms were filled in and collected prior to participants leaving.

4.2 Summary of the Background Briefing

The background briefing was by way of a PowerPoint presentation. The presentation is included as Attachment 5 to this report. The main theme of the briefing was the reasons (or drivers) for expansion of the harbours. These are summarised below.

4.2.1 Existing Shortfalls in Accommodation in the Harbour.

It was pointed out that DPI is unable to accommodate current requests for additional pens for larger recreational and commercial vessels. While there is room for some expansion of pens for vessels less than 20 metres in length at the existing harbour, DPI estimates are that increasing growth in demand from charter boats, deep sea sports fishing boats, superyachts and visiting boats will soon outstrip the potential of the existing harbour to accommodate future requirements.

4.2.2 The Need for Additional Harbours Facilities to Service the Local Strategic Oil and Gas Industry.

There are large reserves of oil and gas off the Exmouth Gulf, within a radius of about 60 kilometres of Exmouth. At present these industries rely on harbour facilities at Dampier, approximately a 1,100 kilometre round trip. Extensive growth is occurring in the offshore oil and gas industries with increasingly more demands for local harbour facilities at Exmouth.

4.2.3 The DPI's Position.

It was made clear that the DPI did not have any set ideas for the design and functionality of the proposed harbour infrastructure other than it should be confined within the existing Harbour Reserve. It was also the position of DPI that all harbour facilities even if privately funded, would be made available on a common user basis with land and water facilities available to any vessels and companies without prejudice.

4.3 Questions and Answers in Response to the Background Briefing³

Participants were given the chance to ask questions or make observations in response to the background briefing. The questions and answers are summarised in Table 2A (the first forum questions and answers) and Table 2B (the second forums questions and answers).

TABLE 2A QUESTIONS AND ANSWERS IN RESPONSE TO THE BACKGROUND BRIEFING ON TUESDAY 10 JUNE 2008

1	Q	What is the time frame for progress?
	A	<i>The consultation process (of which the Forums is part) is only the start of a very long planning and approvals process which will involve many steps with many more chances for public involvement. Such process usually take 2-3 years before planning approval is finally granted. Should this happen and permission be given for construction, the construction process itself would take several years.</i>

³ Most of the Questions and Answers in Tables 2A & 2B below have been taken from work prepared by Estill Pty Ltd summarising the outcomes of the forums.

2	Q	How would tourism and oil and gas be separate with legislative requirements for different uses and different risk and safety issues?
	A	<i>Design issues to resolve these issues would be made a condition to be met by whichever developer wins the right to expand the harbours. However, the DPI is satisfied that there is sufficient space within the existing Harbour Reserve to allow for adequate separation. It is a key requirement that must be met at the detailed planning level.</i>
3	Q	Where does that put the prawn trawlers?
	A	<i>Prawn trawlers are accommodated within the existing harbour and will continue to do so, given that it is not expected that numbers of trawlers will increase.</i>
4	Q	What about increasing space for ordinary boaties?
	A	<i>The DPI is working with the Maritime Advisory Committee to construct new pens and refurbish existing pens. Proposals to expand the number of pens into Superlot D could create an additional 170 pens for recreational boating.</i>
5	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	<i>No, heavy industrial uses will be located at or in the vicinity of the expanded harbour. The vision is for a clean site with opportunities to ensure appropriate uses as an in and out hub.</i>
6	Q	Can this be guaranteed and how can it be kept that way?
	A	<i>By law with regulatory and operational controls in place.</i>
7	Q	Could the expanded harbour become like Fremantle and Rockingham with restricted access for local residents?
	A	<i>This is one of the issues which the DPI wants feedback from the consultation process. No plans have been drawn and no commitments made. If community access is seen as important then the DPI will build conditions into the contract with any future developer to ensure community access is maintained so far as is possible.</i>
8	Q	Could expansion of the harbour spill beyond the area shown (as the existing Harbour Reserve)?
	A	<i>This Government is not prepared to consider expansion of the Harbour outside of the existing Harbour Reserve for the foreseeable future.</i>
9	Q	Will this max out (use up) future capacity within the harbour?
	A	<i>This will take up most of the available remaining space in the existing Harbour Reserve. In the longer term future should additional harbour facilities be required, say for industry, then other sites in other locations may have to be considered. There are other sites which would be potentially suited to future expansion.</i>
10	Q	What about cyclonic conditions?
	A	<i>The DPI is working with the Shire to work how to expand protected moorings by using the internal marina canals in addition to the expanded harbour.</i>
11	Q	Are there any problems with the initial design of the marina with flooding and inadequate drainage. Also in the harbour itself the existing seawall is not high enough. Overtopping occurs even when not under storm surge.
	A	<i>There have been problems with damage under a number of recent flood events. Steps have and continue to be taken to rectify this. With regard to the seawalls, it is the DPI intention that they be made more robust as part of any expansion of the harbour.</i>
12	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	<i>Discussions are ongoing with the Exmouth Yacht Club to identify areas for storage of unpenned vessels. Additional areas of moorings could also be also created (for and would become available with expansion using Mediterranean type moorings. See also the answer to Question 4.</i>
13	Q	Who are the prospective proponents with whom the DPI is dealing?

	A	<p>A company called Mermaid Pty Ltd and a Consortium comprising:</p> <ul style="list-style-type: none"> • Bailey's Marine Fuels Australia • Centurion • Bhagwan Marine
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Source: Community Forum on Tuesday 10th June 2008

TABLE 2B QUESTIONS AND ANSWERS IN RESPONSE TO THE BACKGROUND BRIEFING ON WEDNESDAY 11 JUNE 2008

14	Q	What is the distance from the existing wall to the new boundary?
	A	<i>Around 200m from the wall.</i>
15	Q	Will the existing sand dunes remain?
	A	<i>There are no dunes within the existing Harbour Reserve and it outside of the Dune areas controlled by the Shire.</i>
16	Q	Who are the proponents?
	A	<p><i>They are:</i></p> <ul style="list-style-type: none"> • Mermaid Marine • Consortium comprising: Bailey's Marine Fuels Australia Centurion Bhagwan Marine
17	Q	Are Woodside and BHP interested? They have done significant work and chose other solutions.
	A	<i>The EOI was considered by them but did not suit their requirements and they did not submit an EOI.</i>
18	Q	Who are the proponent's customers? Oil and gas or other industry?
	A	<i>Both. They have looked at a range of customers with industry involvement already. They will presumably be looking to expand to other industries.</i>
19	Q	Is there data to suit the claim for increased demand? How many super yachts and other?
	A	<i>The EOI process explores opportunities but no there is comprehensive research. Demand is ongoing however and cannot be met in the current configuration. If the expansion proposal (the subject of this exercise) progresses then more work on prospective future usage is required.</i>
20	Q	Does the EOI ask for specific infrastructure to be identified by proponents?
	A	<p><i>The only aspects specifically addressed in the EOI were new facilities for:</i></p> <ul style="list-style-type: none"> • Refuelling • Cargo hub • Crew changes • Provisions and stocking of offshore platforms and rigs. <p><i>However, this does not preclude the DPI requiring additional community orientated facilities being included in any future contracts.</i></p>
21	Q	<p>It is difficult to comment without the level of detail expected by the community? Would there be:</p> <ul style="list-style-type: none"> • Large fuel storage tanks? • Lay down area? • Equipment Sheds? • Cranes? <p>Is there anywhere where this marrying or combination occurs with residential nearby?</p>
	A	<i>In answer to the dot points above and (in the same order)</i>

		<ul style="list-style-type: none"> • <i>Significant storage in some form will be required but it could be above or below ground.</i> • <i>Large lay down areas will be located elsewhere. The harbour would act as a transfer point.</i> • <i>Yes</i> • <i>Yes</i> <p><i>Dampier is industrial and not the same model here. In Sydney in the area of Darling Harbour there is a successful mix of residential and industrial type buildings.</i></p>
22	Q	If the door is open will subsequent pressure see the harbour expand further to meet their needs?
	A	<i>See the answers to Questions 8 & 9 above.</i>
23	Q	Are any other government departments invited to participate?
	A	<p><i>If this project were to proceed the DPI would work closely with Main Roads WA, Dept Environment and Conservation, LandCorp, Dept of Water, Western Power, Horizon and WA Police and Customs.</i></p> <p><i>The DPI would also meet with Department for Defence subsequently to provide suitable facilities.</i></p> <p><i>A list of govt stakeholders consulted as part of this process will be posted to the project website for information.</i></p>

Source: Community Forum on Wednesday 11th June 2008

4.4 Outcomes of the Workshop Sessions⁴

After the question and answer session which has been summarised in Tables 2A & 2B above, participants formed into groups of between six and nine around four tables. Each table had a DPI facilitator.

The objective of the workshops was to let participants identify issues related to harbour expansion under three topical headings. The idea being that the DPI would take note of these issues to be addressed in the more detailed planning stages should the project proceed. The topical headings were:

1. Issues related to heritage, the environment and sustainability.
2. Issues related to amenity and lifestyle.
3. Economic and urban issues.

Each table was asked to consider each of the topics and list the advantages and disadvantages they thought would result if the proposed expansion of the harbour was to occur. DPI facilitators at each table were to record the feedback from each table.

It became evident from the feedback that more questions were asked than suggestions made and that some of the suggestions made as advantages were in fact disadvantages and vice versa. A full summary of the outcomes from each table on each night is shown in Attachment 6.

The outcomes for the working groups over the two forums is summarised in Tables 3A, 3B & 3C below. It should be noted that the recording of proceedings at each table could be imprecise once a workgroup becomes enthused and everybody was talking (sometimes at cross purposes) at the same time. The issues raised below have been summarised by the

⁴ Most of the Outcomes in Tables 3A & 3B below have been taken from work prepared by Estill Pty Ltd summarising the outcomes of the forums.

DPI from the workgroups feedback forms, but sometimes it is difficult to get the nuance of what has been said. It is, in some instances, a bona fide interpretation of what was meant.

3A ENVIRONMENT, HERITAGE AND SUSTAINABILITY

Advantages	Disadvantages
<ul style="list-style-type: none"> • It will serve the oil and gas industry (as a strategic need). • Being under the control of the government there is the potential to make the most of the opportunity. • It will help sustain the economy of the town. • It will provide the opportunity for infrastructure upgrades (inside and outside the harbour) • It will generate employment. • If developed privately (as postulated) the cost will not be to the taxpayer. • Expansion could be used to upgrade flood control. • Leasehold arrangements is the best solution. • Expanding the harbour should reduce the number of boats anchoring offshore with less impact to coral. • Safer for vessels entering and leaving the harbour. • May create a fish nursery. 	<ul style="list-style-type: none"> • Increased pollution impacts – noise, smell and visual to the locality and the town. • Increase in heavy traffic over inadequate roads. • Increased boat movements could adversely affect whale watching as an important local tourist industry. • Impacts on existing town infrastructure. • Adverse impacts to marine life and ecosystems particularly the humpback whale which uses the Gulf as a resting area. • Adverse impact on coastal processes. • Possible aggravation of flooding impacts (given that the harbour is itself a floodway). • Pollution from discharge of ballast from increased shipping in the Exmouth Gulf. • Previous and current construction techniques in the harbour and marina (including dredging) have had adverse environmental impacts (implying new construction will generate more adverse impacts). • Expansion of the harbour will be a precursor to ongoing pressure for more and more expansion over time - thereby setting the stage for incremental environmental impacts.

3B AMENITY AND LIFESTYLE

Advantages	Disadvantages
<ul style="list-style-type: none"> • Added potential for pens for those residents on the canals with cyclonic capacity – small recreational boats. • Expansion could promote multi-use (e.g. more residential) if made visually appealing. • Can cater for more events including Gamex annual fishing competition. • Provides the opportunity to make existing groyne more robust to prevent overtopping in extreme weather events thereby reducing losses. • It provides the opportunity to provide more public boating and recreational facilities. • Provides added protection for small boat users. • Working harbours are themselves attractive places to visit. 	<ul style="list-style-type: none"> • Increased traffic, especially heavy traffic will diminish the amenity and safety of the locality and the town. • The oil and gas industry is not appropriate at this location. • The oil and gas industry will reduce the amenity of the harbour for tourists and locals. • Exmouth is a tourist town, industry and tourism do not mix. • Public access will be restricted. • Noise, smell and light spill will reduce the residential amenity of the marina and the town. • The visual intrusion of oil and gas equipment is incompatible with the image of Exmouth and the marina locality.

3C URBAN AND ECONOMIC ISSUES

Advantages	Disadvantages
<ul style="list-style-type: none"> • May be an opportunity to provide affordable moorings for smaller vessels. • Demographic impacts – will promote a more diverse mix of people. • Super yacht industry – more business opportunities for marine services. • Freight opportunities with competition having flow on benefits. • Improved public facilities. • Increased population may enable better community services with economies of scale. • Wider technical and trade skills and suppliers. • Provide affordable moorings for smaller vessels (less than 30ft). • Economic benefits of super yachts visiting. • Investigate freight opportunities. • New businesses provide competition for costs. • Improved facilities amenities to cater for public/visitors – roads, toilets, car parks. • Upgrade existing sea wall. • Added protection small boat users in existing harbour. • Promotes offshoot industries. • Ability to bring cruise ships in. 	<ul style="list-style-type: none"> • May cause upward spiral for housing, rental and non-rental. • May bring pressure on existing urban infrastructure to the detriment of existing users. • May detract from the amenity of the marina residential area putting a blight on the value of land and housing in the locality. • Economically of little benefit to Exmouth as workers fly in-fly out, and all supplies come by truck from the south. It's a benefit for the oil and gas industry at the cost of Exmouth.

All of the issues raised in Tables 3A, 3B and 3C have been identified in the next section in one form or other and recommendations to the Committee have been made.

4.5 Operating Parameters

Finally, participants were asked what operating parameters should be considered if the expansion of the harbour was to be approved. The following is a summary of suggested operating parameters raised by participants at the forums over both nights. The suggestions are included in Table 4.

TABLE 4 SUMMARY OF OPERATING PARAMETERS SUGGESTED BY PARTICIPANTS ON BOTH NIGHTS OF THE FORUMS

1	Limit the volume of boat traffic.
2	Control operating hours especially for supplies and fuel deliveries etc.
3	Ensure effective environmental management and contingency planning for environmental accidents.
4	Provide facilities to service all sizes of ships and boats.
5	Ensure roads are upgraded and maintained to accommodate increased numbers and types of heavy traffic. This applies to all approach roads, not just those in the immediate harbours precinct.
6	Limit the size and type of traffic using the harbour. Trucks should not exceed single trailer.
7	Minimise or screen those buildings and/or activities which detract from local amenity.
8	Enhance facilities for tourism and tourists.
9	Improve facilities for smaller recreational boating including more ramps, parking, and boat storage facilities.
10	Ensure effective and ongoing management and monitoring to prevent nuisances which detract from the living amenity such as noise, dust and smell.
11	The part of the site to be used by industry should be set down areas only. Sheds and warehouses should be located elsewhere. Minimise the above ground structures on the harbour site for example by requiring tanks to be underground.
12	Other temporary transport infrastructure such as containers should not be allowed to become permanent.
13	Ensure maximum public access at all hours on all days.
12	Ensure public safety for all users at all times.
13	Prohibit industrial maintenance activities for boats such as sand blasting and spray painting etc.
14	Channelise and monitor shipping and boating movements into and out of the harbour to minimise impacts to marine life.
15	Maximise local employment generated by the harbour.
16	Waste removal should accord with the Shire's 2020 Waste Removal Policy.
17	No gas or fuel receiving and/or processing from the offshore fields should be allowed at the harbour precinct.

Source: Community Forums on 10 & 11 June, 2008.

These suggested parameters are important. They will be incorporated, so far as possible, into any brief that would accompany a RFP should the Minister decide that the project should proceed to the next planning stage.

4.6 The Perth Forum

A shortened version of the Forum was held in Perth on Wednesday 25 June, 2008. The reason for the Perth Forum is that a number of Exmouth ratepayers who were mailed information as part of the awareness raising lived in Perth and the south west of the State. Feedback forms from this forum are included in the Analysis in Section 6 of this report.

5.0 COMMUNITY ATTITUDES TO EXPANDING THE HARBOUR

The feedback forms used for the Exmouth consultation process comprised two parts. One side of the page had open ended questions designed to elicit issues, the pro's and con's, that the Community saw attached to the idea of expanding the Harbour. The other side contained nine questions in the form of propositions designed to gauge the community attitude towards expansion. This section deals with the latter. The issues are canvassed in Section 6.

Each participant in the community forums was asked to complete a feedback form. Additional forms were made available at various locations throughout the town including at local shops and supermarkets. A total of 135 feedback forms were received by the time the submission period closed, of which 56 came from the forums and 79 from the wider community.

On the side of the feedback form designed to test community attitudes, nine questions were asked, three under each of the topic headings that were used in the forums, namely:

- Category 1 - Heritage, Environment and Sustainability;
- Category 2 - Amenity and Lifestyle;and
- Category 3 - Economic and Urban Issues.

The questions were framed as propositions to which each respondent could respond on a sliding scale of 1 to 10. A score of 1 would indicate that the respondent strongly disagreed with the proposition, while a score of 10 indicated the respondent strongly agreed with the proposition. Eight of the nine propositions were worded to gauge the respondent's attitude to expansion of the Harbour. One question was to find out how frequently the respondent used the existing harbour, the reason being that those who used the harbour frequently, were considered stakeholders with a greater interest than those who did not use the harbour or only did so on rare occasions.

All of the data on this side of the feedback form is used in the analysis later in this section.

5.1 Format of the Feedback Form for Gauging Attitude

The form used to gauge attitude is shown in Table 5 on next page.

For the following analysis the following has been assumed:

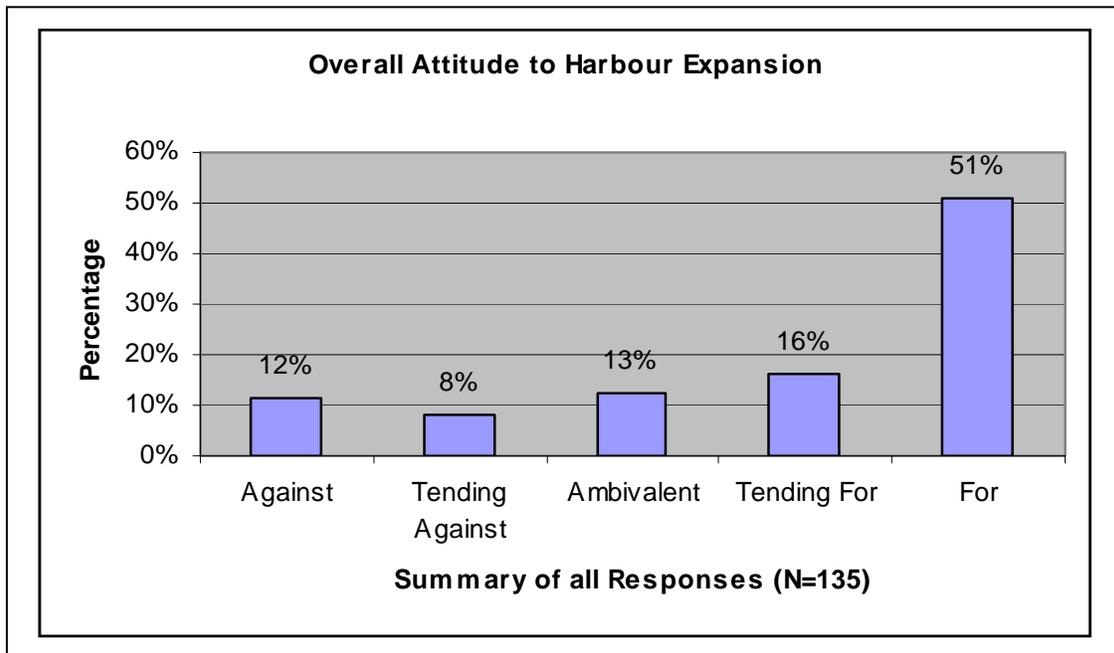
- a score of 1 or 2 would indicate the respondent does not believe the issues can be resolved and is against expansion;
- a score of 3 or 4 would indicate the respondent is tending against expansion; perhaps seeing more disadvantages than advantages;
- a score of 5 or 6 would indicate that the respondent is not for or against (ambivalent) and reserves judgement;
- a score of 6 or 7 would indicate that the respondent is tending to favour expansion, perhaps thinking advantages outweigh disadvantages; and
- a score of 9 or 10 would indicate that the respondent definitely sees the issues as manageable, and the advantages, and is in favour of expansion.

To assess community attitudes a number of tests were done. Firstly, an overall community profile using the data from all 135 feedback forms is presented. Then other tests have been done for other sections of the community which might be more inclined to different interests.

5.2 An Overall Assessment of Community Attitude

The aggregated data from all 135 feedback forms shows that 51% are definitely for expansion, with an additional 16% tending to support. In contrast, 12% overall are definitely against expansion with a further 8% tending against. Leaving aside the ambivalent respondents, the combined support of 66% is over three times that of the combined against. This alone is a substantially indicator that there is much more support for, than objection against, the idea of expansion in the Exmouth community.

FIGURE 6 OVERALL ATTITUDE TO EXPANSION OF THE HARBOUR



Source: DPI Analysis

It is interesting that Patterson Research (in Table 1 above) found that there was a net 60% in support and a net 18% against which is not too different from the 66% net in support and 20%

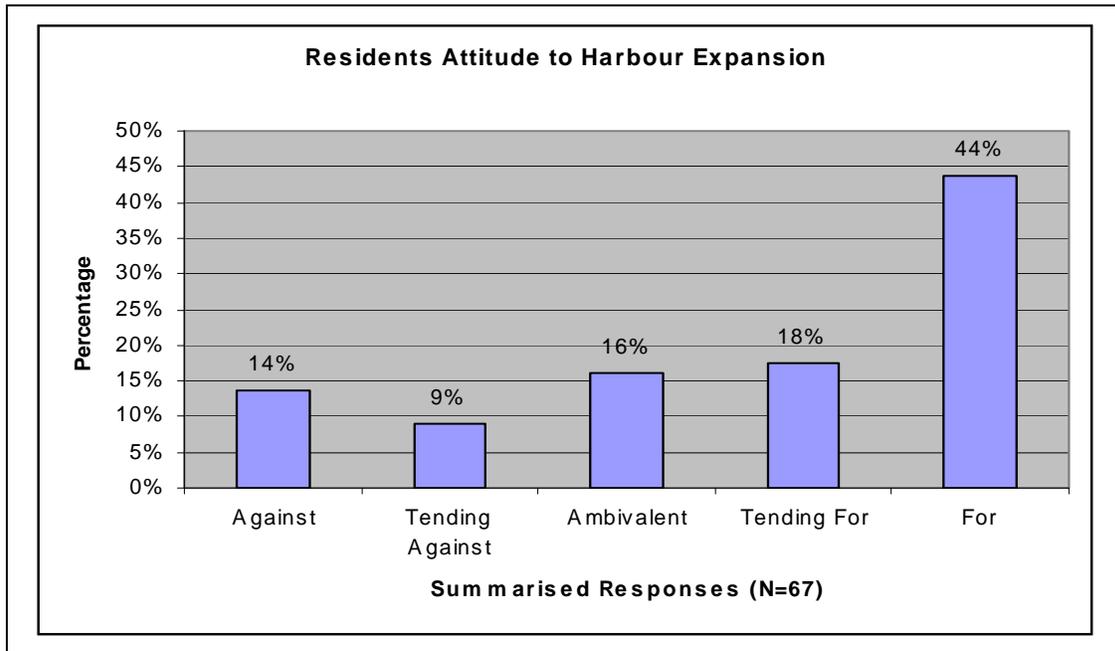
net against. The difference being in the ambivalent which was 22% in the Patterson Research and 13% in the feedback forms analysis.

5.3 Attitudes Expressed by Different Sections of the Exmouth Community

The analysis showed that different groups within the community had different attitudes not always in support. To illustrate this, a number of tests were done.

The first test was to test the data from those respondents who had identified themselves as residents (as opposed to being a business person or a visitor etc). 67 of the 135 respondents were in this group. The results of the analysis are reflected in Figure 6B

FIGURE 6B - RESIDENTS ATTITUDE TO EXPANSION OF THE HARBOUR

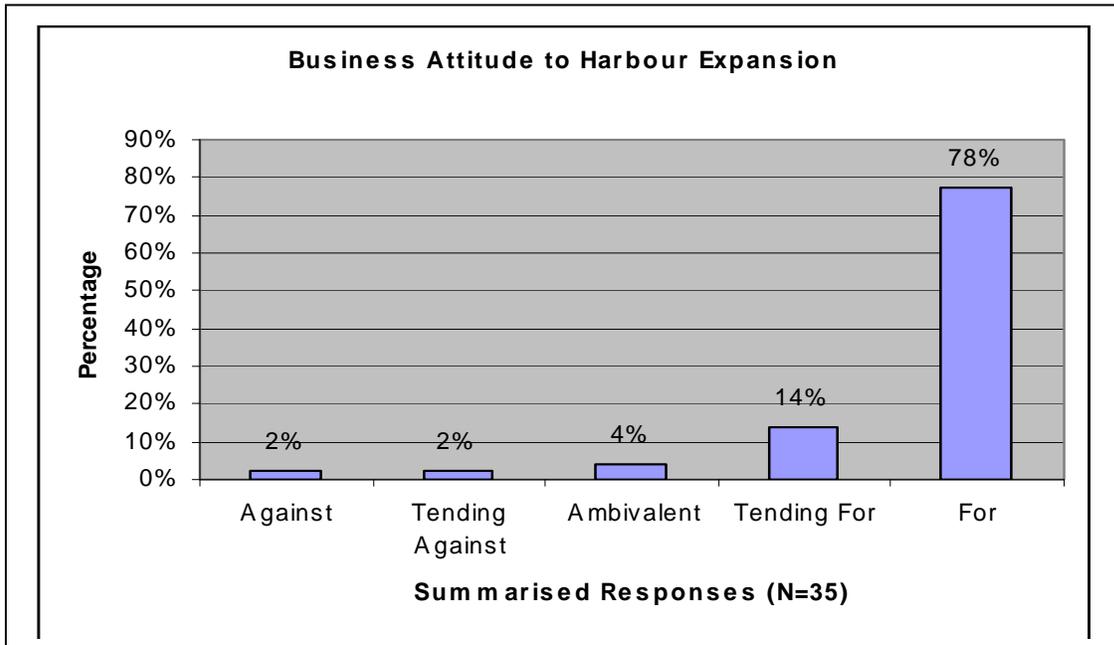


Source: DPI Analysis

Figure 6B shows that among residents there was a lower level of support than the overall sample but that the net support of 62% was still nearly three times that of the 23% net against.

Among the business community the attitude was that of overwhelming support. 26 respondents of the 135 identified themselves as business people.

FIGURE 6C - BUSINESS ATTITUDE TO EXPANSION OF THE HARBOUR

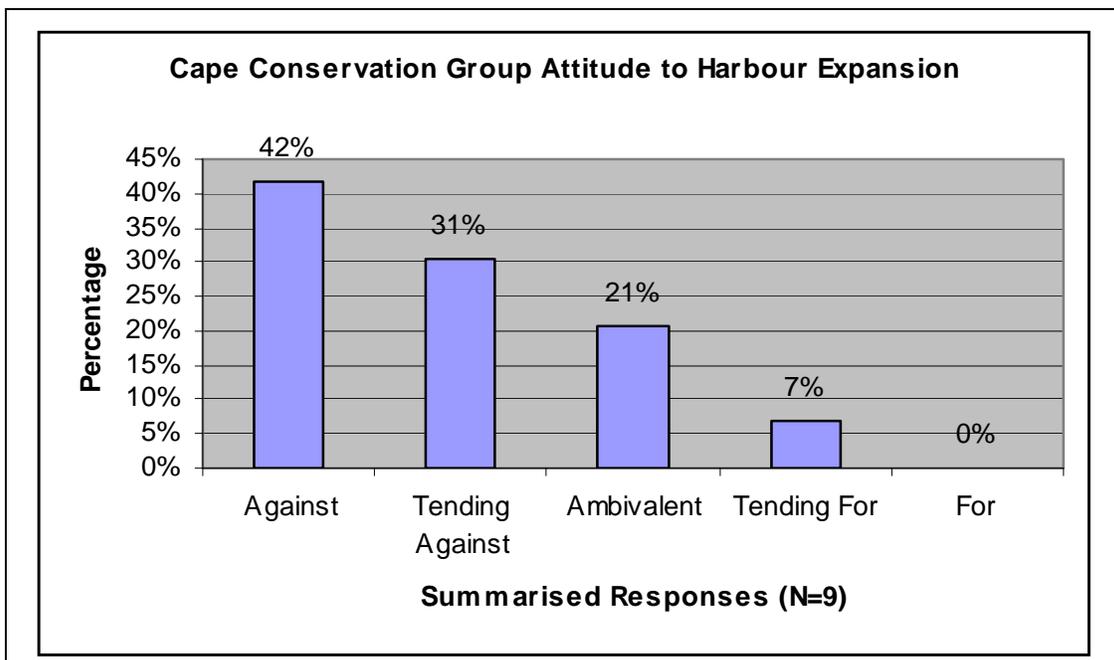


Source: DPI Analysis

Figure 6C shows there was a net 92% in favour of expansion with only a net 4% against.

The opposite can be said for the Cape Conservation Group. Of the 9 respondents identified as being associated with the Cape Group the overwhelming attitude was against expansion. This is shown in Figure 6D.

FIGURE 6D - CAPE CONSERVATION GROUP

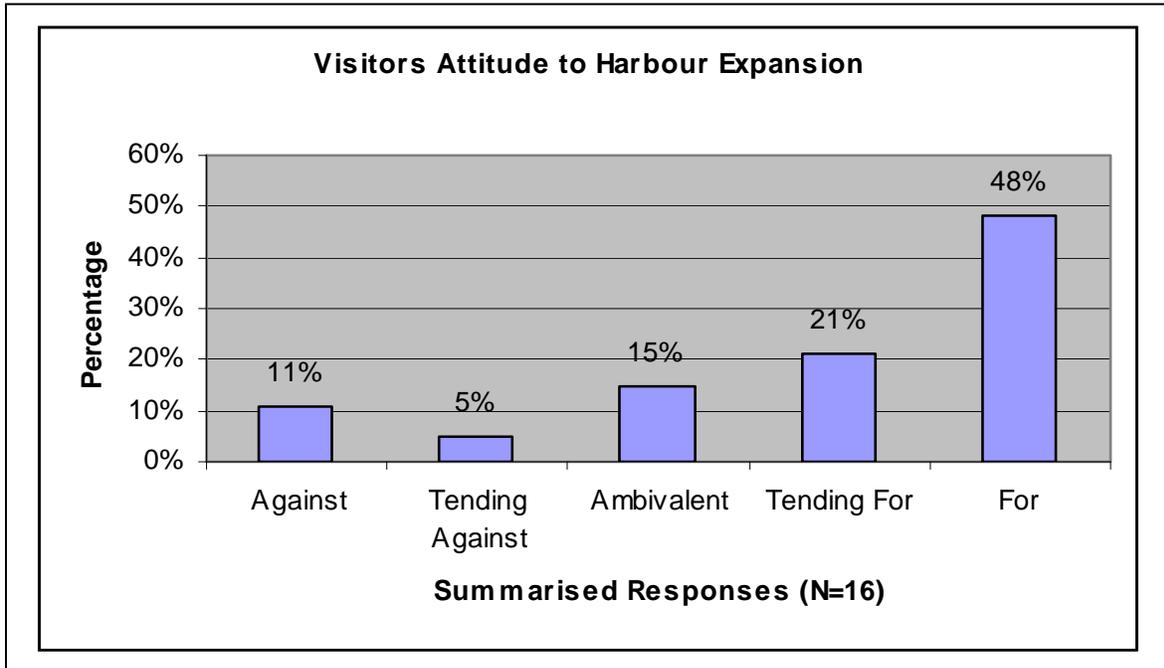


Source: DPI Analysis

Figure 6D shows that 73% of the opinion of the Cape Conservation Group was net against expansion with only 7% tending for expansion. There was no definite support for expansion at all.

16 of the responses received were from visitors to Exmouth. This group was strongly in support of expansion with a net 69% in support and net 16% against.

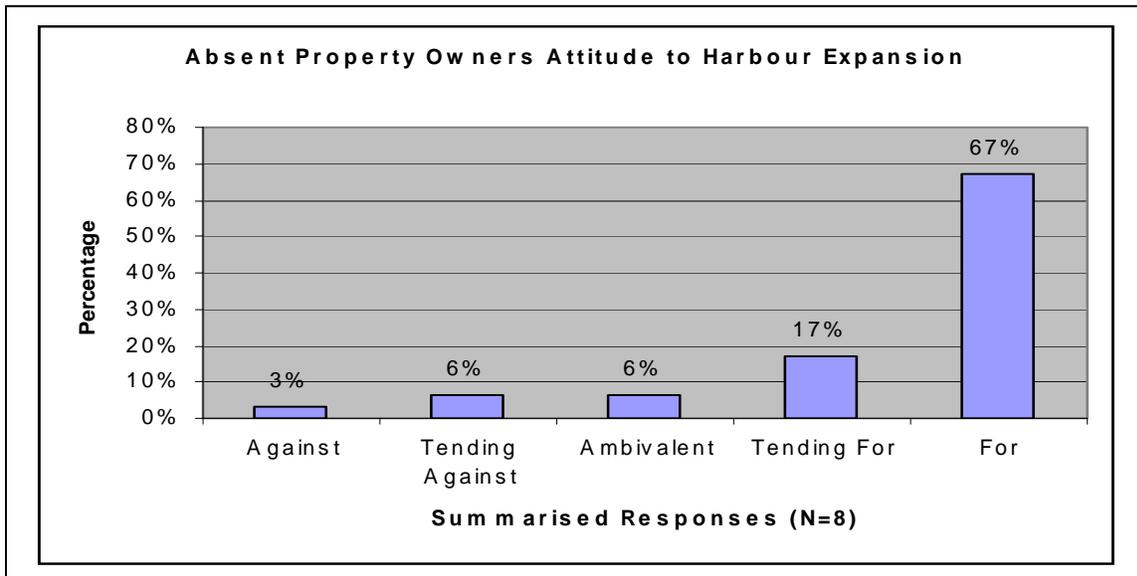
FIGURE 6E - VISITORS ATTITUDE TO EXPANSION OF THE HARBOUR



Source: DPI Analysis

As stated above, a number of ratepayers in Exmouth do not live in Exmouth. Eight respondents were in this category. This group also strongly supported expansion.

FIGURE 6F - ABSENT PROPERTY OWNERS ATTITUDE TO EXPANSION OF THE HARBOUR



5.4 Analysis by Harbour Usage (Compared with Patterson Research).

It was decided that frequent users of the existing harbour were in a sense stakeholders so that their views as a group mattered.

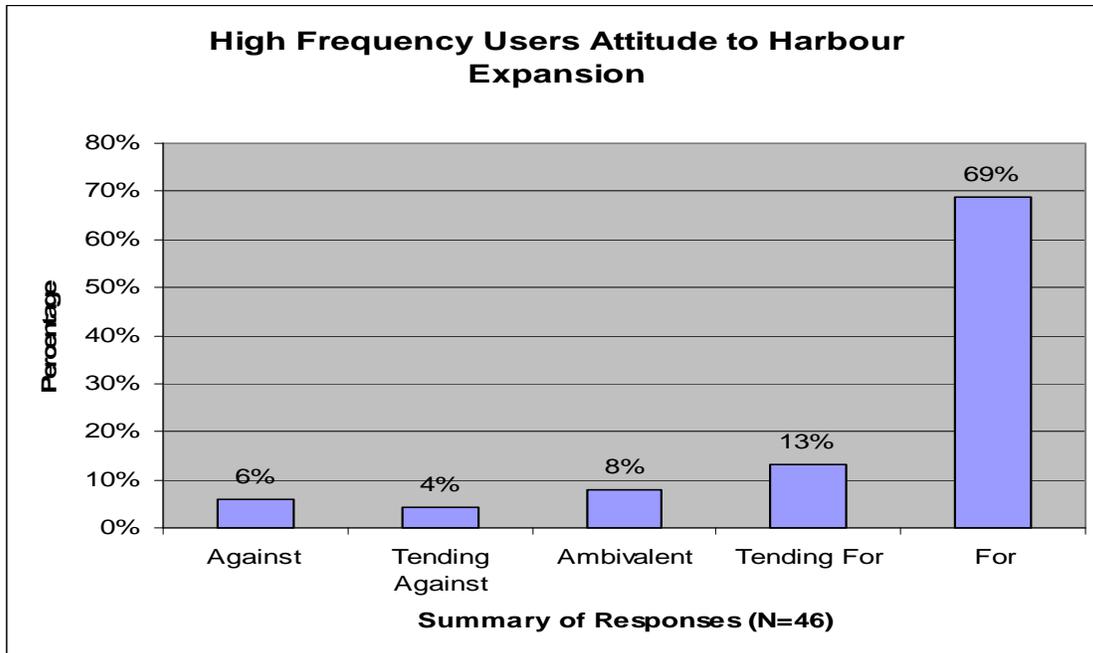
In percentage terms the number of people using the harbour was found to not be too different to the Patterson Research and feedback form analyses.

The Patterson Research sample was 100 (N=100). The number of Feedback forms was 135 (N=135)

	Patterson	Feedback Forms
Do not use the Harbour at all	13%	7%
Very rarely use the Harbour	26%	25%
Quite often use the Harbour	36%	34%
Very often use the Harbour	25%	34%
	100%	100%

Source: DPI Analysis

FIGURE 6G RESPONDENTS WITH HIGH HARBOUR USAGE ATTITUDE TO THE EXPANSION OF HARBOUR

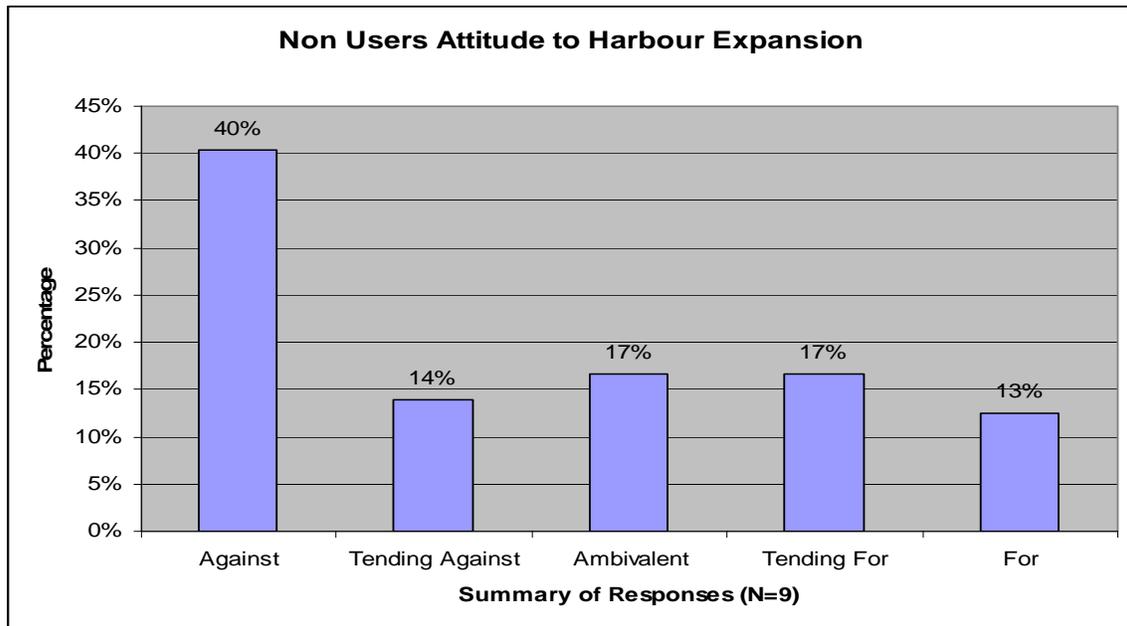


Source: DPI Analysis

Figure 6G shows that the frequent harbour users strongly support harbour expansion with a net 82% in favour of expansion and only 10% net against.

On the other side of the coin there were nine respondents who said they did not use the harbour at all. Perhaps not surprisingly, this group were most against expansion with a net 54% against and only 30% net for expansion.

FIGURE 6H RESPONDENTS WITH NO HARBOUR USAGE ATTITUDE TO THE EXPANSION OF THE HARBOUR



Source: DPI Analysis

5.5 Summary of Main Findings

In Section 2 of this report the measures taken to alert the Exmouth community to the ideas for expanding the Harbour were shown to be as, or more, comprehensive than any similar consultation process undertaken by the DPI.

To the extent that the consultative process explained in this report is representative of the wider Exmouth community views, and there is no reason to suspect it is not, it is safe to say that there is substantial, if not overwhelming support for the idea of expanding the Harbour.

That is not to say that the concerns raised by those that were not in support of expansion should be ignored. It was pointed out in Section 1.1 of this report that if, despite overwhelming support for any proposal, one objection pointing out a credible and irrefutable fatal flaw was raised by any objector that would be the end of the matter. The proposal should not proceed.

The issues and concerns raised in response to the consultation process are canvassed in Section 6.

6.0 ISSUES RAISED IN SUBMISSIONS & COMMITTEE RECOMMENDATIONS

As stated in the introduction of this report, the analysis of the community's reaction to the idea of expanding the Harbour is in two parts. The first part of the analysis has been to assess the community's attitude towards expansion of the Harbour. This has been done in Sections 3 & 5 of this report.

The second part has been to identify all the issues and concerns in response to the idea of expanding the Harbour. In Section 4 the issues raised in the community forums were canvassed. Aside from this, some 101 feedback forms were received from the community. In two cases there were additional comments raised in written submissions from the local Cape Conservation Group and Richard Karniewicz, an Exmouth resident.

All of the issues raised by way of all the feedback forms and the two written submissions have been identified and coded under four topics. It was found that many of the issues raised were raised a number of times. Where issues are repeated they are only coded once. Most of the issues identified were from the two written submissions.

TABLE 6 NUMBER OF DISCREET ISSUES IDENTIFIED UNDER EACH TOPIC

Topics	Number of Issues Identified	Coding Used
Heritage, Environment and Sustainability	8	HES1 - HES8
Amenity, Safety and Lifestyle	11	ASL1 - ASL11
Economic and Urban	5	EU1 - EU5
Other Issues	9	OI1 - OI9
Total number of different issues identified under the four topics	33	

Source: DPI analysis of submissions and feedback forms

Aside from the above coding of issues, insofar as respondents making submissions or submitting feedback forms could be identified they were. This was to allow the analysis in Section 5 above and also inform the Committee as to the sorts of issues being raised by different groups in the community.

TABLE 7 DIFFERENT IDENTIFIABLE GROUPS (OR PERSONS) MAKING SUBMISSIONS OR SUBMITTING FEEDBACK FORMS

Group or Person	Code Used
Cape Conservation Group (written submission)	CCG
Richard Karniewicz (written submission)	RBK
Residents (using feedback forms)	R
Business Persons/Proprietors (using feedback forms)	B
Visitors (using feedback forms)	V
Absent (Non-Resident) Property Owners (using feedback forms)	APO

Source: DPI analysis of submissions and feedback forms

6.1 Issues, DPI Recommendations and Committee Resolutions

In the following tables each different issue raised under each topic has been synthesised. In so doing, issues have been generalised so far as possible. For example, all aspects of issues to do with marine ecology and life becomes one general issue although it may have been raised many times using different words and different emphasis. The reason issues have been generalised is to remove repetition where the DPI advice and the Committee resolution is likely to have been the same. This applies throughout the tables.

Against each issue the DPI has made a recommendation. Where the Committee agrees with the recommendation, the recommendation appropriately re-worded becomes the resolution. Where the Committee does not agree with the recommendation or the wording of the recommendation, the Committee formulates its own resolution or wording.

Where the Committee resolves to 'note' a submission via the recommendation, it is taken to mean that the Committee acknowledges the submission but believes that issue should not hold up the planning process proceeding to the next stage.

Topic No 1 - Heritage, Environment & Sustainability

Code No	Respondent Category	The Issue	DPI Recommendation	Committee Resolution
HES1	CCG	Increased shipping (associated with an expanded harbour) has the potential to seriously prejudice marine life in the Exmouth Gulf, particularly humpback whales.	<p>Based on current vessel and projected (as discussed in this report) future usage of the harbour and surrounding waters the DPI believes the expansion of the harbour will not result in any additional unmanageable environmental impacts from vessels.</p> <p>That the Committee notes that should plans for the expansion of the Harbour proceed, the developer (whether it is the government or private enterprise) will be required to submit the proposals to the EPA for environmental assessment. The EPA will set the level of assessment and require the proponent to demonstrate what all the environmental issues are and how these can be resolved or mitigated to acceptable (sustainable) and manageable outcomes.</p> <p>That the Committee notes that this environmental assessment process will be subject to the</p>	<p>The Committee believes that with proper management the environmental risks raised in this point will be better addressed using best practice.</p> <p>The Committee notes that should plans for the expansion of the Harbour proceed, the developer (whether it is the government or private enterprise) will be required to submit the proposals to the EPA for environmental assessment. The EPA will set the level of assessment and require the proponent to demonstrate what all the environmental issues are and how these can be resolved or mitigated to acceptable (sustainable) and manageable outcomes.</p> <p>The Committee notes that this environmental assessment process will be subject to the EPA's determination to invite community comment.</p>

			EPA's determination involving the extent of the local community including the Cape Conservation Group (CCG)	
HES2	CCG	Increased shipping has the potential to import exotic marine species into the Exmouth Gulf with possible serious ecological consequences.	See recommendation to HES1	See resolution to HES1
HES3	CCG	Increased shipping and harbour activity will increase the risk of fuel and other toxic spills thereby endangering coral reefs and mangroves.	See recommendation to HES1	See resolution to HES1
HES4	CCG	Disturbance of the sea (and harbour) bed by dredging and other activities has the potential to disturb nutrient and sediment flows thereby affecting marine habitat.	See recommendation to HES1	See resolution to HES1
HES5	CCG	Water quality resulting from an expanded harbour added to the existing marina development has the potential to adversely impact on the current pristine water quality of the Exmouth Gulf.	See recommendation to HES1	See resolution to HES1
HES6	CCG	Introducing a large industrial element (More so oil related) contradicts the many studies and state policies which have set contrary objectives to protect the existing eco systems in the Exmouth Gulf and Pilbara Regions.	That the Committee notes that subject to the successful outcome to any environmental assessment (namely that the expansion would not result in environmental harm) there is nothing in any of the studies and adopted state policies which would preclude the	The Committee notes that subject to the successful outcome to any environmental assessment (namely that the expansion would not result in environmental harm) there is nothing in any of the studies and adopted state policies which

			contemplated expansion of the Harbour.	would preclude the contemplated expansion of the Harbour.
HES7	R(RBK)	The existing harbour has been an environmental problem since its construction most of which have not been resolved to date. (Inferring that expansion would aggravate this situation)	That the Committee notes that there is no evidence produced to date that supports the claim. Any environmental problems have been caused by acts of nature through cyclones or floods. Following the incidents there has been no environmental problems.	The Committee notes that there has been extensive environmental reporting and monitoring. There is no evidence produced to date that supports the claim. Any environmental problems have been caused by acts of nature through cyclones or floods. Following the incidents there have been no environmental problems.
HES8	R(RBK)	The existing harbour has not been subject to environmental monitoring or remedial works since its construction (inferring that this would probably be the case for a potentially more environmentally dangerous expansion)	That the Committee notes that the harbour has been subject to extensive and regular environmental monitoring since construction. The environmental reports are publicly available and are listed in the references to this report.	See HES 7 above

Topic No 2 - Amenity, Safety & Lifestyle

Code No	Respondent Category	The Issue	DPI Recommendation	Committee Resolution
ASL1	CCG	Increased heavy traffic generated by the expanded harbours will adversely impact on Exmouth's residential and tourist amenity	That the Committee instructs the DPI to ensure as a condition of contract to the developer of any expansion of the harbour that traffic management issues for construction and ongoing traffic generated by the harbour, are satisfactorily addressed with the Shire and Main Roads WA.	The Committee instructs the DPI to ensure as a condition of contract to the developer of any expansion of the harbour that traffic management issues for construction and ongoing traffic generated by the harbour, are satisfactorily addressed with all relevant statutory authorities.
ASL2	CCG	The visual pollution of increased shipping and the industrial infrastructure needed to support it will adversely impact on Exmouth's residential and tourist amenity.	That the Committee instructs the DPI to ensure as a condition of contract to any future developer that plans for expansion must include measures to protect and enhance Exmouth's tourist ambiance and residential amenity.	The Committee instructs the DPI to ensure as a condition of contract to any future developer that plans for expansion must include measures to protect and enhance Exmouth's tourist ambiance and residential amenity.
ASL3	CCG	Increased heavy traffic on the one access road into Exmouth will adversely affect the safety of the other visitors and residents who use this road.	See recommendation to ASL 1 above	The Committee notes that this is an issue that is being given priority by the DPI, Main Roads WA in consultation with the Shire (irrespective of the harbour).
ASL4	CCG	Exmouth's attractions for residents and visitors alike are its natural features. This is the aspect that should be marketed and not	That the Committee believes that Exmouth's natural attractions are not centred on the harbour area and will not be affected. Future	The Committee believes future operations of the harbour will not be visually or physically dominant to the extent they

		<p>compromised by industrial development.</p>	<p>operations of the harbour will not be visually or physically dominant to the extent they change the character of the town.</p> <p>That the Committee believes that expansion of the harbour will have the potential to enhance eco-tourism by providing additional facilities for tourist operators of marine based eco-tours.</p>	<p>change the character of the town.</p> <p>The Committee also believes that expansion of the harbour will have the potential to enhance eco-tourism by providing additional facilities for tourist operators of marine based eco-tours.</p>
ASL5	R(RBK)	<p>The existing harbour has modified the local ecosystem resulting in an increase in unwanted insects such as sandflies, midges and mosquitoes. (Inferring this will be compounded by expansion).</p>	<p>That the Committee notes that there hasn't been any scientific evidence presented to DPI supporting this claim, however should plans for the expansion of the Harbour proceed the developer will be required to investigate the claims.</p>	<p>The Committee notes that there hasn't been any scientific evidence presented to DPI supporting this claim, however should plans for the expansion of the Harbour proceed the developer will be required to investigate the claims.</p>
ASL6	R(RBK)	<p>Expansion of the harbour will further reduce nearby beaches for local residents especially the one immediately south of the existing harbour which is a well used beach.</p>	<p>That the Committee notes that Exmouth is blessed with many kilometres of excellent beaches and that loss of a small portion of beach required to expand the harbour is not a significant loss.</p> <p>That the Committee notes that access to the beach south of any new groyne will be maintained and/or improved.</p>	<p>The Committee notes that the harbour expansion will have minimal impact on beach access.</p> <p>The Committee notes that access to the beach south of any new groyne will be maintained and/or improved.</p>

ASL7	R(RBK)	Expansion of the harbours mainly for the benefit of the oil and gas industry will result in increased costs (by way of increased rates and pressure on infrastructure) without any worthwhile benefits to the local residential or business community.	<p>That the Committee notes that the costs of additional infrastructure will be borne by the developer and/or the government and will not result in increased costs for local residents and businesses.</p> <p>That the Committee notes that the expansion of the harbours will provide additional facilities to those serving the oil and gas industry with the potential to generate worthwhile recreational, social and economic benefits to the local residential and business community.</p>	<p>The Committee notes that the costs of additional infrastructure will be borne by the developer and/or the government. The Exmouth Marina Village Agreement will need to be reviewed to incorporate any future expansion.</p> <p>The Committee instructs the DPI to ensure that the expansion of the harbours will provide additional facilities to those serving the oil and gas industry with the potential to generate worthwhile recreational, social and economic benefits to the local residential and business community.</p>
ASL8	R/B/V/APO	Any expansion of the harbours must include additional facilities for the use of the local community. This includes access to groynes inside and outside the harbours.	See second part of recommendation to ASL7 above.	See second part of the resolution to ASL6 and ASL7 above.
ASL9	R/B/V	Any expansion of the harbours must include additional facilities for the use of recreational and tourist boating.	<p>See second part of recommendation to ASL7 above.</p> <p>That the Committee notes that recreational boating facilities would not be incorporated in the harbour expansion. DPI has</p>	<p>See second part of recommendation to ASL7 above.</p> <p>The Committee notes that recreational boating facilities would not be incorporated in the harbour expansion. DPI has</p>

			development plans to expand boating facilities for recreational boats within the existing Harbour.	development plans to expand boating facilities for recreational boats within the existing Harbour.
ASL10	R(11)	The currently planned expansion of the harbours and marina is all that is needed for Exmouth (Inferring no more expansion is needed)	That the Committee notes that while the currently planned expansion of the harbours and marina will alleviate current shortfalls in mooring accommodation, it is insufficient to meet longer term requirements and does not meet the legitimate aspirations of the local strategic oil and gas industry or the tourism based charter vessel industry.	The Committee notes the concerns raised but believes that the current accommodation is insufficient to meet longer term requirements.
ASL11	R (21,24)	If the expansion eventuates there must be controls on operations to protect the amenity of local residents and the town (for example hours of operations, heavy traffic to designated routes outside residential and public areas, noise mitigation and light spill.)	<p>That the Committee instructs the DPI to ensure that resolution of the issues raised in this submission should be made a condition of development in any contract agreed with a private developer.</p> <p>That the Committee notes that ownership of the expanded harbour (should it occur) will remain with the government.</p> <p>That the Committee notes that operators within the harbour will be subject to lease agreements which will enforce acceptable ongoing management standards.</p>	<p>The Committee instructs the DPI to ensure that resolution of the issues raised in this submission should be made a condition of development in any contract agreed with a private developer.</p> <p>The Committee notes that ownership of the expanded harbour (should it occur) will remain with the State Government.</p> <p>The Committee notes that operators within the harbour will be subject to lease agreements which will enforce acceptable ongoing management standards.</p>

Topic No 3 - Economic and Urban Issues

Code No	Respondent Category	The Issue	DPI Recommendation	Committee Resolution
EU1	CCG	Assuming the Harbour is expanded in response to oil and gas requirements what will happen (to the management and cost or running the expanded harbour) after the oil runs out in 20 years.	<p>That the Committee notes that ownership of the expanded harbour (should it occur) will remain with the government and be leased for agreed periods of time. If at the end of a lease harbour facilities are no longer required, they can be leased out for other appropriate uses including recreational and other community uses.</p> <p>That the Committee notes that operators within the harbour will be subject to lease agreements which will enforce acceptable ongoing management standards.</p>	<p>The Committee notes that ownership of the expanded harbour (should it occur) will remain with the State Government and be leased for agreed periods of time. If, at the end of a lease, harbour facilities are no longer required, they can be leased out for other appropriate uses including recreational and other community uses.</p> <p>The Committee notes that operators within the harbour will be controlled by lease agreements which will enforce acceptable ongoing management standards.</p>
EU2	CCG	Why have two major harbour facilities within 8 kms of each other (Namely Harbour expanded and the new Exmouth Limestone proposal at Mowbowra Creek)?	That the Committee notes that the proponents of the new Exmouth Limestone proposal at Mowbowra Creek have indicated that they do not believe limestone and tourism based charter and super yacht operations are compatible.	<p>The Committee notes that the proponents of the new Exmouth Limestone proposal at Mowbowra Creek have indicated that they do not believe limestone and tourism based charter and super yacht operations are compatible.</p> <p>The Committee noted that future</p>

				expansion of the harbour is confined to the existing Harbours Reserve. However should further expansion be required alternate sites will be investigated.
EU3	CCG	No economic benefits of the proposed (oil and gas oriented) expansion of the harbour can be demonstrated. It is supposition. This especially applies to the mainstay of Exmouth's economy which is eco-tourism.	That the Committee believes that the proposal to expand the Harbour has the potential to be beneficial to (eco) tourism and will benefit Exmouth's economy through a new stream of industries making the town less reliant on the seasonal fishing and tourism industry.	The Committee believes that proposals to expand the Harbour has the potential to be beneficial to (eco) tourism and will benefit Exmouth's economy through a new stream of industries making the town less reliant on the seasonal fishing and tourism industry.
EU4	CCG	If the expanded harbour results in more resident population, it has not been demonstrated that Exmouth has the infrastructure resources to accommodate them.	That the Committee notes that this issue is a matter of good forward planning by the Shire and the relevant government agencies including the DPI. Short term influxes of people in Exmouth as a result of projects do not tend to destabilise permanent residents. However, should there be a possibility of sustained pressure such as occurs in the mining boom towns further north then it will be the responsibility of the relevant authorities to ensure adequate new housing land and social and servicing infrastructure is made available to allow private	The Committee notes that the state government has plans for expansion in Exmouth. The Committee also notes that this issue is a matter of ongoing planning by the Shire and the relevant state government agencies including the DPI. In so doing the Committee urges the state government to ensure that low income people are not disadvantaged.

			<p>enterprise and the government housing agencies to meet housing requirements. DPI is currently engaged with the Shire to produce a new Structure Plan reviewing the future provision of land for housing.</p> <p>In so doing the Committee should urge the government to ensure that low income people are not disadvantaged.</p>	
EU5	CCG	<p>There is no need. Oil and gas industry representatives have said specifically that they do not NEED the new facilities irrespective that they said they may use the new facilities if available.</p> <p>Also, needs based on other types of visiting shipping is suppositional and not backed by credible data.</p>	<p>That the Committee notes that notwithstanding that the oil and gas industry near Exmouth is operating without adequate local harbour facilities, there is tremendous growth in the level of offshore operations requiring new harbour facilities. Through the EOI process the proponents have identified significant demand for the provision of new harbour facilities.</p>	<p>The Committee notes that notwithstanding that the oil and gas industry near Exmouth is operating without adequate local harbour facilities, there is tremendous growth in the level of offshore operations requiring new harbour facilities. Through the EOI process the proponents have identified significant demand for the provision of new harbour facilities.</p>

Topic No 4 - Other Issues (Including Consultation Process)

Code No	Respondent Category	The Issue	DPI Recommendation	Committee Resolution
OI1	CCG	Notwithstanding that the consultation was comprehensive it was flawed because it did not provide sufficient detail and data of the proposal and its consequences on which to make informed decisions.	<p>That the Committee notes that the purpose of this initial consultation process was to gauge community opinion to the idea of expanding the Harbour rather than getting bogged down in design details. Experience has shown that if a community is presented with a new idea backed by all necessary documentation a common objection is that the community has been presented a <i>fait accompli</i> and should have been consulted earlier in the planning process.</p> <p>That the Committee notes that should the decision be made to progress planning of the Harbour to the next stage there will be further community consultation.</p> <p>That the Committee notes that the environmental processes to which the project will be subjected (should it proceed) are subject to additional and separate consultation processes.</p>	The Committee notes that the purpose of this initial consultation process was to gauge community opinion to the idea of expanding the Harbour.
OI2	CCG	Interpretation of the results of the feedback forms must be objective.	That the Committee notes that the interpretation of the community	The Committee notes that the interpretation of the community

		For example, acknowledgement of the need for additional harbour facilities at Exmouth does not necessarily indicate support for such expansion (for environmental or amenity reasons etc)	feedback forms which were based on a 1 - 10 scoring system has been as objectively assessed as possible, as noted in the relevant section of this report.	feedback forms which were based on a 1 - 10 scoring system has been as objectively assessed as possible, as noted in the relevant section of this report.
OI3	R(RBK)	Judging by the failure of the DPI to implement or maintain existing or needed minor infrastructure, there can be no confidence that any new proposals will be effectively implemented and will not exacerbate an already bad situation.	That the Committee acknowledges this concern but disagrees that the DPI has failed to implement or maintain existing or needed minor infrastructure at the boat harbour.	The Committee acknowledges this concern but disagrees that the DPI has failed to implement or maintain existing or needed minor infrastructure at the boat harbour.
OI4	R(RBK)	If any commercial, large vessel facility is to be built it should be a pier/jetty and should be associated with the industrial area further south	That the Committee notes this issue and notes that the purpose of the current consultation period is to ascertain the overall community view to expansion of the existing Harbour. Should, for any reason, expansion of the Harbour not proceed, alternatives such has been suggested may be investigated by others.	The Committee notes this issue and that the purpose of the current consultation period is to ascertain the overall community view to expansion of the existing Harbour.
OI5	R (12)	The current harbour and marina has serious design flaws which may be exacerbated by expansion (such as backing up of floodwaters)	That the Committee notes this issue and instructs the DPI to take such issues into account should the decision be taken to proceed to the next more detailed planning stage.	The Committee disagrees with this point and recommends that the DPI to further investigate this should the decision be taken to proceed.

OI6	R (22)	Should the harbour expansion proceed plans must be in place to ensure the influx of workers and/or new residents does not undermine living conditions for existing residents (such as soaring rents and costs of moorings etc).	<p>That the Committee notes that this issue is a matter of good forward planning by the Shire and the relevant government agencies including the DPI. Short term influxes of people in Exmouth as a result of projects do not tend to destabilise permanent residents. It is unlikely that expansion of the harbour (per se) will result in sustained pressure on housing and infrastructure such as occurs in the mining boom towns further north. If the contrary is indicated then it will be the responsibility of the relevant authorities to ensure adequate new housing land is made available to allow private enterprise and the government housing agencies to meet housing requirements.</p> <p>In so doing the Committee should urge the government to ensure that low income people are not disadvantaged.</p> <p>That the Committee notes that the expansion of the harbour should alleviate rather than exacerbate the availability and costs of moorings.</p>	<p>See EU4 above</p> <p>The Committee notes that the expansion of the harbour should alleviate rather than exacerbate the availability and costs of moorings.</p>
OI7	B (25)	Multi - use harbours seldom work without segregation - this may point	That the Committee notes that the DPI is satisfied that multi-use	The Committee notes that the DPI is satisfied that multi-use

		to the need for a separate harbour for oil and gas (vis a vis existing fishing, tourism and recreational boating).	harbours can be planned to work efficiently and benefit from shared facilities and economies of scale.	harbours can be planned to work efficiently and benefit from shared facilities and economies of scale.
O18	B (38)	Any commitment to expand the harbours must carry a concurrent commitment and timetable to improve the necessary infrastructure, particularly roads.	That the Committee instructs the DPI to ensure that the resolution of traffic issues to the satisfaction of the Shire is made a condition of contract should the construction of the expanded harbours proceed.	See ASL1 above
O19	R (89)	Part of any expansion must be to make new and existing sea walls more robust.	That the Committee instructs the DPI to take note of this point, should the decision be made to take the planning for the expansion of the Harbour to the next stage.	The Committee instructs the DPI to take note of this point, should the decision be made to take the planning for the expansion of the Harbour to the next stage.

7.0 CONCLUSIONS AND RECOMMENDATIONS

The purpose of this report with respect to the objectives for this consultation process is to establish how effectively the first five of seven objectives listed in the Introduction have been met. The finding of this report is that the objectives have been successfully met.

The first objective was to establish an independent Committee, endorsed by the Minister, to provide strategic guidance for the consultation process. This objective has been successfully achieved.

The second objective was to gain active participation of the Shire of Exmouth as key stakeholders to the process. The Shire was represented at executive level on the Committee and was active in the consultation process. While the Shire was actively canvassed on all stages of the consultation no position was taken until the community consultation process was completed.

The third objective was to engage the Exmouth community in consultation with stakeholder interviews and community forums. The awareness process described in Section 2 to this report and the outcomes of the community forums discussed in Section 6 of this report shows that there was widespread awareness of the process for making a contribution to the debate and that the community forums were well attended and had productive outcomes.

The fourth objective was to ensure key stakeholders and the community are provided with an opportunity to present ideas on the desirability and direction of the future usage of any expansion to the Harbour. This is the key objective.

With regard to desirability there has been a positive indication that there is widespread community and stakeholder support for expansion evidenced by the findings in Sections 3 and 5 of this report.

With regard to direction of the future usage of the report the community and stakeholders have indicated quite clearly that support for expansion is premised on a significant and meaningful social and economic dividend. The operating parameters the community saw as important are listed in Table 4 of this report.

What became clear with regard to future usage was that the community did not see harbour expansion for the exclusive use of the oil and gas industry having any tangible social and economic benefits for Exmouth. On the contrary such an eventuality was seen as highly undesirable.

It should also be noted with respect to this objective that all of the background information provided the community on proposals for expansion implied, if not explicitly stated, that the intention for expansion was to include the provision of substantial social and economic benefits for the local community and not undermine Exmouth's attraction (much of which is ecology based) as a tourist destination.

Should the community perceive that the expected social and economic dividends are not embodied in the more detailed plans which may emanate in future, the current widespread support for expansion could in all probability be reversed.

The fifth objective was to prepare a report from the Committee to the Minister on the outcomes of the consultation process. Subject to Committee endorsement this report becomes the report to the Minister.

Should the Minister endorse the findings of this report, the Committee will have fulfilled its mandate.

Subject to Ministerial approval of the findings of this report the DPI will conduct further consultation with the two EOI proponents. **(The sixth objective).**

Subject to relevant approvals the process for "Request for Proposal" (RFP) for expansion of the Harbour will commence. **(The seventh objective).**

7.1 Recommendations

It is recommended that:

1. The Committee endorse this report as its findings on the outcomes of the consultation process.
2. The Committee submit this report to the Minister.
3. That the Committee recommend to the Minister that the DPI be authorised to proceed with work required to meet the sixth and seventh objectives listed above.
4. That the Committee recommends that the DPI be mindful of the findings of this report in the fulfilment of Objectives 6 & 7.

7.2 Committee Resolutions

The Committee resolved to:

1. Endorse this report as its findings on the outcomes of the consultation process.
2. Submit this report to the Minister.
3. Recommend to the Minister that the DPI be authorised to proceed with work required to proceed to the next planning stage and conduct further consultation with the two EOI proponents.
4. Instruct the DPI to be mindful of the findings of this report in the fulfilment of Objectives 6 & 7.
5. Recommend to the Minister that the Committee stay in place until the next stages of the planning and consultation processes have been completed.
6. Refer the Report to the Shire for information once endorsed by the Minister.