

OCEAN REEF MARINA

SUMMARY OF MRS AMENDMENT SUBMISSIONS

1.	PROCESS AND DOCUMENTATION	CITY COMMENT
1.1	<ul style="list-style-type: none"> • Not enough time to lodge submission. • The reports supporting the MRS Amendment are too extensive to be read concurrently with the MRS amendment during the advertised period of two months. This advertising period is taking place over the holiday season which again restricts time available for scrutiny and is unreasonable. • The timing for community consultation has been chosen to come before the upcoming State Election. • Concerns were raised with regard to the following omissions from the MRS Amendment report: <ul style="list-style-type: none"> • Land matters. • Transportation. • Boating Facilities. • Coordination of local and region scheme amendments. • The general lack of required information to enable submitters to make a submission and what information is available is disjointed, and some has been replaced or superseded by less accurate information. • Water plan, wastewater plan and placement of a new pump station and there is uncertainty regarding funding for the water works and there are no detailed plans. 	<ul style="list-style-type: none"> • The MRS Amendment 1270/41 report was prepared by the Department of Planning based on the information provided by the City in its MRS Amendment request. All matters relevant to an MRS amendment were addressed in the documentation provided by the City to the Department of Planning. There were no additional documents attached nor were there any reports supporting the amendment report. Although not required to do so, the City provided additional information and reports as requested by the community in the interests of openness and transparency. • MRS Amendment 1270/41 was advertised for a period of 13 weeks from 22 November 2016 to 24 February 2017 as determined by the Department of Planning. The Department of Planning advertised the public comment period for MRS Amendment 1270/41 in accordance with statutory process. However the 13 week advertising period was longer than normal due to the holiday period. The City undertook an extensive communications campaign commencing on 22 November 2016 which included additional press advertisements, social media, website, media articles, posters, community forums and a City-wide mail out. • It should be noted that many of the issues raised by submitters are not matters to be addressed through the MRS Amendment process. These matters relate to the marine environmental assessment, structure plan and subdivision processes.
1.2	<p>The following aspects of the information provided by the proponent are unacceptable to the submitters:</p> <ul style="list-style-type: none"> • The amendment could have been as a word document in order to edit. • The plans on the Councils website cannot be understood to determine boundaries. • The information was not easy to read and was hard to understand. • Quality of the maps provided. • There are a significant amount of documentation (sic) and referenced material provided by the proponent. However review of the referenced matter is not detailed sufficiently to allow proper or reasonable review by the public. Referencing makes it difficult to allow reasonable review. The documents should provide proper professional referencing including the name of reports, figures and maps referred including page numbers. 	<ul style="list-style-type: none"> • MRS Amendment 1270/41 – Amendment Report was prepared by the Department of Planning and advertised for public comment in accordance with the relevant policies and protocols. • MRS Amendment reports do not contain the level of detail of that provided for a Public Environmental Review process; they contain no attachments, references or concept plans. • The matters referred to the by the submitters do not relate to the Amendment Report or the MRS Amendment process. • The information provided by the City on MRS Amendment 1270/41 referred to the submission process only and did not include additional information, maps, plans or supporting documents. • Visitors to the City’s website were directed to the Department of Planning for

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1. PROCESS AND DOCUMENTATION		CITY COMMENT
	<ul style="list-style-type: none"> The information provided on the proponent's website has altered a number of times making it difficult to consider the proposal. Attachment 6 contains .gis formatted information that cannot be accessed by the public. The PER format (.pdf) is not suitable for members of the public. Other sites offer documents available in dual formats. There is a general lack of required information to enable submitters to make a submission and what information is available is disjointed, and some has been replaced or superseded by less accurate information. There is no business case or associated cost benefit analysis for the community to consider for this review. 	more information.
1.3	<ul style="list-style-type: none"> The lack of thorough environmental assessment of the entire Ocean Reef proposal as a whole is highlighted by the submitters and the submitters contend that the MRS Amendment should not be advertised as the EPA do not know what the impacts of building this marina will be and how significant on the vegetation in this area (sic). It is also considered imperative that the MRS ensure that the land area is assessed in the context of the marina development and visa versa. 	<ul style="list-style-type: none"> The statement made by submitters is incorrect. The EPA indicated that the impacts on the environment arising from the marine infrastructure components are not fully known. Therefore the EPA determined to assess these components via a Public Environmental Review.
1.4	<ul style="list-style-type: none"> The proposal is inconsistent with State Government policy on building setback from the coast. It is also a canal development and as such would be banned elsewhere in Australia. 	<ul style="list-style-type: none"> In 2014 the then Ministers for Transport and Planning confirmed that the Ocean Reef Marina is not a canal estate based on the Development Control Policy 1.8: <i>Canal Estates and Artificial Waterways</i>.
2. FINANCIAL AND ECONOMIC		CITY COMMENT
2.1	<ul style="list-style-type: none"> Amendment does not represent current economic conditions and no new income of any significance would be generated. Rates will be impacted. Ratepayers money should not be used for the development. The money would be better spent on roads, hospitals, schools, improving existing services ie underground power to reduce the burden on ratepayers. The opportunity cost of the potential loss of alternative values of the site has not been considered e.g. passive recreation, mental and physical health, environmental education, research and ecotourism. There is no Business Plan or estimated costs of construction, estimated cost of loss 	<ul style="list-style-type: none"> The MRS Amendment 1270/41 report was prepared by the Department of Planning based on the information provided by the City in its MRS Amendment request. All matters relevant to an MRS boundary amendment have been addressed. The issues raised are not matters to be addressed through the MRS Amendment assessment process. However it should be noted that the implementation of the Ocean Reef Marina will not be funded by the City; therefore rate increases to fund the development will not be imposed.

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	<p>of Bush Forever and Marine environment, future costs to ratepayers and taxpayers to manage the marina, and the cost of mitigation to coastal areas to repair damage caused by the projection of this huge marina into the ocean.</p> <ul style="list-style-type: none"> Nothing to date in this document indicates that the development will deliver sustainable, environmental, social or economic outcomes. 	
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3. OTHER MATTERS		CITY COMMENT
3.1	<ul style="list-style-type: none"> Limited number of residents will benefit. No benefit to the general public or the environment. There are enough marinas in the region. The proposed development is too large and social inequitable. The loss of recreational amenity would impact surfers, abalone fishers, bird watchers, etc. The coastline should not become another Gold Coast. The proposal would divert limited resources from developing facilities in poorly serviced, remote, rapidly growing suburbs and on the fringes of urban development. 	<ul style="list-style-type: none"> The Design and Economic Capability report prepared to support the Ocean Reef Marina Structure Plan suggests that during the entire construction phase in excess of 13,000 direct and indirect jobs would be generated which would have a substantial impact on the both local economy and beyond. A fully developed Ocean Reef Marina would generate between 520-540 direct and approximately 400 indirect jobs. The benefits of a fully development Ocean Reef Marina would be felt through the local Joondalup community as well as Western Australia as a whole.
3.2	<ul style="list-style-type: none"> Many submitters raised concerns regarding the location of the marina (in close proximity to Hillary's Boat Harbour and Mindarie Marina), the size of the development, number of boat pens to be provided (either too few or too many), the lack of an ocean pool, dog beach and super yachts. 	<ul style="list-style-type: none"> The Ocean Reef Marina site was earmarked for development before the development of Hillary's Boat Harbour and Mindarie Marina and the site is recognised in a number of State Planning documents. The provision of amenities will be addressed during the detailed design phase of the project.
3.3	<ul style="list-style-type: none"> It is unacceptable that the local Noongar elders have not been involved in the development of the proposal. The coast is a culturally significant place for Noongar people and the proposal area is still used for traditional practices. The proposal has not been formally referred to SWALSC and there is no information regarding aboriginal heritage. 	<ul style="list-style-type: none"> The MRS Amendment report clearly states that the amendment was pre-referred to the South West Aboriginal Land and Sea Council (SWALSC) as the body providing consultative services to the Western Australian Planning Commission. The amendment was also formally referred to the SWALSC during the public advertising period. The European and Heritage Investigation undertaken by the City including consultation with traditional owner representatives and the SWALSC. The City also provided SWALSC and traditional owner representatives the opportunity to meet and discuss the proposal during the PER preparation phase and during public advertising.

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3. OTHER MATTERS		CITY COMMENT
3.4	The proposed development is incompatible with State Coastal Planning Policy 2.6 and State Coastal Planning Policy 2.8.	<p>State Planning Policy 2.6 State Planning Policy 2.6 – <i>State Coastal Planning Policy</i> (SPP 2.6) provides the planning framework for coastal developments. SPP2.6 recognises and provides for, developments that are demonstrably dependant on a foreshore location. These developments include marinas for tourism and recreational boating facilities.</p> <p>State Planning Policy 2.8 State Planning Policy 2.8 – <i>Bushland Policy for the Perth Metropolitan Region</i> provides the criteria for environmental offsets for land being cleared for development. Prior to the finalisation of the MRS amendment process, a Negotiated Planning Outcome for Bush Forever must be agreed by the City and the relevant government agencies.</p>

4. ENVIRONMENTAL IMPACTS		CITY COMMENTS
4.1	A number of submitters were very concerned regarding the loss of popular surf breaks and support the replacement of the breaks lost.	Prior to a response being prepared, further information on the number and exact location of the breaks will be obtained.
4.2	Concern was expressed regarding the following potential terrestrial impacts: <ul style="list-style-type: none"> • initial construction • pesticides, fertiliser and introduced species – particularly feral animals • increased human activity • increased traffic • increased stormwater run-off and groundwater contamination. 	The individual issues raised will be addressed in the responses. In most cases, the potential impacts will be mitigated through the required management plans.
4.3	The following environmental issues were raised by submitters: <ul style="list-style-type: none"> • impact on the abalone industry • impact on the marina environmental during construction • erosion of Mullaloo Beach and other beaches causes the development • cost of mitigation of the damage to Mullaloo Beach would be borne by ratepayers • potential for algal blooms • impact on Marmion Marine Park • impact on marine mammals. 	The matters raised by submitters are not relevant to the MRS Amendment process; these matters are being addressed through the Public Environmental Review process.

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5. BUSH FOREVER / NEGOTIATED PLANNING OUTCOME		CITY COMMENTS
5.1	A total of ten submissions contained commentary regarding Bush Forever and/or the Negotiated Planning Outcome, expressing opposition to the clearing of Bush Forever, opposition to the NPO and the outcomes of surveys undertaken.	The majority of the ten submissions addressing Bush Forever/NPO were also received by the City on the draft NPO itself. Detailed responses to the issues raised have been prepared. Therefore it is proposed to provide a single detailed response to the Department of Planning on all Bush Forever/NPO issues raised.
6. TRAFFIC AND TRANSPORT		CITY COMMENTS
6.1	Traffic and transport issues relating to the use of Resolute Way as a thoroughfare into and out of the marina were identified. Submitters offered specific measures to address the potential increase in the traffic to ensure the safety of residents was maintained.	The Traffic and Transport Assessment and Traffic Microsimulation Report identified that the main ingress and egress for the marina would be Hodges Drive. Resolute Way is classified as a local access road (Type A) and the current and future predicted traffic loads are within the maximum desirable volume of vehicles per day. Future movements into and out of the marina will be monitored as part of the City's normal traffic engineering operations and appropriate traffic management strategies will be implemented if required.
6.2	Other traffic and transport issues concerned: <ul style="list-style-type: none"> Increased traffic on Ocean Reef Road and increased pressures in areas such as Mullaloo and Ocean Reef North. Widening of Ocean Reef Road north of Hodges Drive and the impact on the neighbourhood safety. The capacity of the two (sic) entry/exit point to cope with the expected traffic flows. The impact of construction traffic on surrounding areas. The importance of maintaining the continuity of the coastal path network. 	The Traffic and Transport Assessment identified sufficient internal network capacity and access / egress points with the external network. To validate the assumptions made to-date and to ensure that the proposed development is safe for all road users several aspects of the project will require further consideration and development during subsequent design phases. It should be noted that there were no items identified in the traffic assessment that are unable to be resolved with additional technical input at the appropriate subsequent design phases.
7. CONSULTATION		CITY COMMENTS
7.1	<ul style="list-style-type: none"> Concerns were raised regarding the consultation undertaken by the City throughout the project and the lack of transparency/accountability exercised by the City. Many of the project reports were not available to the public and questions were raised regarding the information provided to Councillors but not the general public. Minority opinions have been ignored or ridiculed and excluded completely from consultation reports. 	<ul style="list-style-type: none"> The City has undertaken significant consultant with the public throughout the life of the project. As required by the amendment process, the City's MRS Amendment request provided details of community /stakeholder involvement in the project. Since the preparation of the request the City has undertaken an extensive

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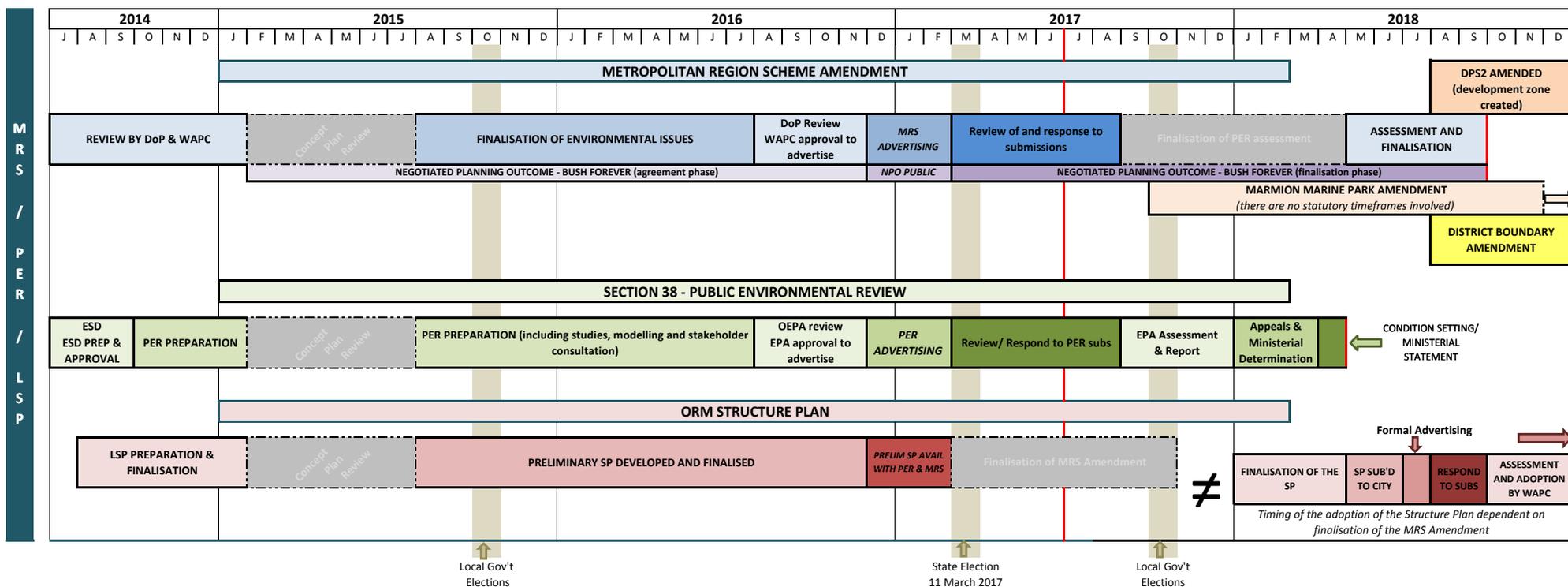


	<ul style="list-style-type: none"> • The City has not involved the public in the project and has only engaged with businesses and stakeholders. • The City's Elected Members have not been made aware of all relevant reports and studies. 	<p>communications strategy which included additional media advertising of the public advertising of the MRS Amendment report, City-wide mail out, community forums, posters, fact-sheets and social media coverage. The City also provided stakeholder groups the opportunity to be briefed on the project.</p> <ul style="list-style-type: none"> • Throughout the life of the project the City regularly provided information to the community through a variety of methods including media articles, social media and other mediums. • It should be noted that the City maintains a detailed Ocean Reef Marina webpage. In addition to detailed information on the project the webpage provides an email address and telephone number for persons interested in obtaining additional information or clarification. • The City has provided accurate and detailed information to Elected Members through Committee/Council reports and other mediums. Some reports were considered confidential under the <i>Local Government Act 1995</i>.
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8.	LAND USE	CITY COMMENTS
8.1	<p>The following land use issues were raised by submitters:</p> <ul style="list-style-type: none"> • Building height and the loss of views to nearby residents. • Creation of a development not in keeping with surrounding development and the precedent that will be set for other high-rise developments along the coast. • The number of car bays, trailer bays and boat ramps is insufficient. • The importance of allocating sufficient area and amenity to the existing clubs. 	<p>The MRS Amendment deals with a change to the zoning at the Ocean Reef Marina site and provides the framework for future planning – i.e. the creation of urban, parks and recreation and waterways zoning to enable the development to progress.</p> <p>The issues raised are not a matter to be addressed through the MRS Amendment process and will be considered during the detail design phase and/or subdivision phase.</p>

OCEAN REEF MARINA - POTENTIAL EXPEDITED APPROVALS TIMELINE
(as at June 2017)

CONCURRENT PUBLIC ADVERTISING PROPOSED



Note: This timeline is INDICATIVE only - and is constantly being reviewed by the City in conjunction with the relevant government agencies