

MAJOR LAND TRANSACTION

OCEAN REEF MARINA

Pursuant to Section 3.59(3) of the Local Government Act 1995

BUSINESS PLAN

PROPOSED DISPOSAL OF LOTS 1029 AND 1032, OCEAN REEF

February 2021

INVITATION

At its meeting held on 16 February 2021 (Item CJ019-02/21 refers) the Joondalup Council agreed to approved the Major Land Transaction Business Plan for the proposed disposal of Lots 1029 and 1032, Ocean Reef.

The City of Joondalup (the City) invites people to provide a submission on the Major Land Transaction Plan.

The City proposes to undertake a Major Land Transaction to facilitate disposal of two land parcels, owned by the City in freehold. The land parcels will form part of the Ocean Reef Marina development.

In accordance with section 3.59 of the *Local Government Act 1995*, the City is required to prepare a Business Plan for the transaction and give state-wide public notice of the proposal.

Community members may make submissions in relation to the transaction to the City's Chief Executive Officer via the following methods:

Mail: PO Box 21, Joondalup WA 6919
Email: info@joondalup.wa.gov.au
In person: City of Joondalup Administration, 90 Boas Avenue, Joondalup WA 6027

Submissions received will assist Council in making a decision on whether to proceed with the advertised transaction.

Copies of the Business Plan are available from:

- City of Joondalup website – www.joondalup.wa.gov.au
- City of Joondalup Administration
- Joondalup Library

Printed copies of the Business Plan may be obtained from:

Tanja Panic
City of Joondalup
90 Boas Avenue
Joondalup WA 6027
Tel: 9400 4328
Email: tanja.panic@joondalup.wa.gov.au

CLOSING DATE FOR SUBMISSIONS:

CLOSE OF BUSINESS – MONDAY 19 APRIL 2021

MAT HUMFREY
Acting Chief Executive Officer

TABLE OF CONTENTS

1. EXECUTIVE SUMMARY	4
2. OBJECTIVES	4
2.1 <i>Joondalup 2022 – Strategic Community Plan 2012-2022</i>	4
2.2 Business Plan Objectives	5
3. LEGISLATIVE REQUIREMENTS	5
3.1 Major Land Transaction Business Plan	5
3.2 Business Plan Advertising and Submissions	6
4. OVERVIEW	7
4.1 Background	7
4.2 Project Description	9
4.3 Land Tenure	10
4.4 Land Zoning	14
4.5 Current Use	14
5. PROPOSED MAJOR LAND TRANSACTION	15
5.1 Land Transfer	15
6. ASSESSMENT OF MAJOR LAND TRANSACTION	17
6.1 Effect on the provision of facilities and services by the City	17
6.2 Effect on other persons providing facilities and services in the region	17
6.3 Expected financial effect on the City	18
6.4 Effect on matters referred to in the Plan for the Future	22
6.5 The ability of the City to manage the performance of the transaction.....	23

1. EXECUTIVE SUMMARY

The Ocean Reef Marina Business Plan (this Plan) details the proposed transfer of the following land parcels (the Transaction), owned in freehold by the City of Joondalup (the City):

- Lot 1029 on Diagram 57604, 362 Ocean Reef Road, Ocean Reef, WA 6027
- Lot 1032 on Plan 13198, 400 Ocean Reef Road, Ocean Reef, WA 6027

The proposed Transaction is to facilitate the construction of the Ocean Reef Marina (the Marina) by DevelopmentWA, on behalf of the State Government. The Marina will provide a world class, vibrant marina precinct comprising of recreational, boating, tourism, residential, retail and commercial facilities. The Marina development is consistent with the City's endorsed Project Philosophies and Parameters endorsed by Council at its meeting held on 5 May 2009 (Item JSC5-05/09 refers).

In compliance with Section 3.59 of the *Local Government Act 1995* (the Act), the City is required to prepare a business plan which includes an overall assessment of the proposed major land transaction and give state-wide public notice that the it proposes to enter into the major land transaction. Submissions about the proposed Transaction may be made and, taking into consideration submissions received, Council can decide whether to proceed with the proposed Transaction.

The proposed Transaction is consistent with *Joondalup 2022 - Strategic Community Plan 2012-2022 (Updated July 2018)*, the Memorandum of Understanding between the City and DevelopmentWA executed in February 2018, the proposed draft Land Transfer Deed between the City and State Government and the Heads of Agreement between the City and DevelopmentWA (approved for execution by Council in February 2021, Item CJ019-02/19 refers). Should the proposed Transaction be approved by Council, this Plan will inform the preparation and execution of an Ocean Reef Marina Development Agreement between the City and DevelopmentWA.

A detailed assessment of the proposed Transaction indicates no detrimental impact on existing City services and there will be sufficient operating income from the Marina to meet the estimated maintenance and future capital replacement costs.

The Heads of Agreement outlines the key principles and undertakings the City and DevelopmentWA have agreed to which form the basis of the financial projections included in section 6 of this Plan.

2. OBJECTIVES

2.1 Joondalup 2022 – Strategic Community Plan 2012-2022

The Marina development is aligned to the following objectives and initiatives of *Joondalup 2022*:

Theme	Objective	Strategic Initiative
Financial Sustainability	Major project delivery: To effectively plan for the funding and delivery of major projects	Support new projects that balance identified financial risk against effective management approaches.
	Financial diversity - To be less reliant on rates as the primary basis for revenue by leveraging alternative income streams.	Identify opportunities for new income streams that are financially sound and equitable.
Quality Urban Environment	Quality open spaces: To provide facilities of the highest quality which reflect the needs of the community now and into the future.	Apply a strategic approach to the planning and development of public open spaces Employ quality and enduring infrastructure designs that encourage high utilisation and increased outdoor activity.
Economic Prosperity, Vibrance and Growth	Destination City: To become a destination city where unique tourism opportunities and activities provide drawcards for visitors and high amenity for residents.	Facilitate the establishment of major tourism infrastructure. Encourage diverse accommodation options.
	Regional collaboration: To be immersed within a region that is complementary and supportive of broader strategic outcomes.	Undertake planning within a regional context Drive new employment and infrastructure opportunities on a regional basis.
The Natural Environment	Environmental resilience: To continually adapt to changing local environmental conditions.	Understand the local environmental context. Identify and respond to environmental risks and vulnerabilities. Demonstrate current best practice in environmental management for local water, waste, biodiversity and energy resources.

2.2 Business Plan Objectives

This Plan aims to:

- Comply with the requirements of Section 3.59 of the Act.
- Provide details of the City's intention to undertake a major land transaction and dispose of Lot 1029 and Lot 1032 to facilitate the development of the Marina.
- Seek community submissions on the proposed Transaction as outlined in this Plan.

3. LEGISLATIVE REQUIREMENTS

3.1 Major Land Transaction Business Plan

Section 3.59 of the Act outlines the process governing Commercial Enterprises by local governments, which includes Major Land Transactions.

The Act defines a Major Land Transaction as:

“a land transaction other than an exempt land transaction if the total value of –

- (a) the consideration under the transaction; and*
- (b) anything done by the local government for achieving the purpose of the transaction,*

is more, or is worth more, than the amount prescribed for the purposes of this definition.”

The amount prescribed for the purposes of the definition of Major Land Transaction under Section 8A(1) of the *Local Government (Functions and General) Regulations 1996* (the Regulations) is:

- (a) if the land transaction is entered into by a local government of a district of which is in the metropolitan area or a major regional centre, the amount that is the lesser of –*
 - (i) \$10,000,000; or*
 - (ii) 10% of the operating expenditure incurred by the local government from its municipal fund in the last completed financial year;*

Before entering into a Major Land Transaction, the City is required to prepare a Business Plan that includes an overall assessment of the land transaction including:

- expected effect on the provision of services and facilities by the City
- expected effect on other persons providing services and facilities in the region
- expected financial effect on the City
- expected effect on the City’s plan for the future (s5.56 of the Act)
- the ability of the City to manage the performance of the transaction
- any other matter prescribed for the purposes of s3.59(3) of the Act.

This Plan has been written so as to comply with the requirements of s3.59 “Commercial Enterprises by Local Governments” of the Act and Part 3 of the Regulations and to provide members of the public with sufficient information so as to make an informed submission in respect to this proposal.

3.2 Business Plan Advertising and Submissions

Section 3.59(4) of the Act requires the City to give state-wide and local public notice of the Major Land Transaction through the advertising of a business plan for a period of not less than six weeks. The community may make submissions which will be taken into consideration before a decision to proceed with the Major Land Transaction is made by Council.

Submissions in respect to this Plan must be made in writing to the Chief Executive Officer via:

Mail: PO Box 21, Joondalup WA 6919
Email: info@joondalup.wa.gov.au
In person: City of Joondalup Administration, 90 Boas Avenue, Joondalup 6027
Closing date: Monday 19 April 2021

4. OVERVIEW

4.1 Background

In 2004 the State Government provided the City with a financial contribution of \$700,000 towards the development of a concept plan and structure plan for a world class recreational, residential, boating and tourism development at Ocean Reef.

In April 2007 Council agreed to the establishment of three committees to contribute to the development of the Ocean Reef Marina Concept Plan:

- Ocean Reef Marina Steering Committee
- Ocean Reef Marina Community Reference Group
- Ocean Reef Marina Committee.

The City also established a Project Team to provide expertise in the development of a concept plan (through an iterative process).

In May 2009 Council (Item JSC5-05/09 refers) endorsed a number of guiding principles and philosophies for the development of the Ocean Reef Marina which included:

- Development Vision
- Environmental Strategy
- Governance and Fiscal responsibility
- Liaison protocol
- Commerciality

Preliminary studies, reviews and visioning by the consultants, consultation with the Ocean Reef Marina Community Reference Group and Ocean Reef Marina Government Steering Committee resulted in the presentation of Concept Plan 7 to Council (5 May 2009, Item JSC7-05/09 refers) for endorsement for community consultation.

An extensive community consultation process was undertaken resulting in the return of 11,728 completed surveys with 93.9% of respondents in favour of developing the marina and 95.6% in support of the proposed concept plan. Following presentation of the results of the community consultation, in December 2009 the Council directed the City to proceed with the preparation of the Business Case and Structure Plan for the development.

Following a financial analysis of the Ocean Reef Marina concept plan in 2010, amendments were made that improved the net cash flow and suggested that the plan had the potential to be financially feasible.

The plan further evolved as a result of specific consultant inputs, detailed expert assessment and further financial modelling. Minor amendments were also made following comments from

various government agencies with respect to the Metropolitan Region Scheme (MRS) Amendment request.

The City has always maintained that it did not have the capacity to bring the development to fruition without a joint venture in association and agreement with the State Government or third parties.

Executed in 2012 the original Memorandum of Understanding (MOU) acknowledged the shared commitment between the City and State Government (as joint landowners) in bringing the project to fruition. The MOU provided the impetus to seek and obtain a high level of engagement with the various departments and agencies.

Once the planning and environmental approval processes had been substantially progressed, in October 2015 the City requested the then Minister for Planning to initiate action for the State Government to assume the role of proponent for the Ocean Reef Marina.

To facilitate the request the Minister directed LandCorp (now DevelopmentWA) to undertake a review of the concept plan and feasibility. Following completion of this review, the State Government announced that it would assume the lead role for the project and a detailed business case and Cabinet Submission would be prepared for consideration.

In 2016 DevelopmentWA established a new Government Steering Committee to oversee the progression of the development.

Endorsed by Council in February 2018 (Item CJ031-02/18 refers), the City and DevelopmentWA executed a new MOU that sets out the roles of the Parties and outlines how they will work together to implement the project as approved by the State Government. The MOU covers such matters as:

- progressing the statutory approvals
- the development of a Marina Management Agreement (in collaboration with the Department of Transport)
- management of the land-based assets
- the City's potential contribution to the cost of the community infrastructure (to be the subject of a future agreement)
- stakeholder and community engagement
- the City's landholdings at the Ocean Reef Marina site
- land assembly and seabed license requirements
- transfer to the City of the \$500,000 provisioned in the 2016-2017 State Government budget for the Metropolitan Region Scheme (MRS) Amendment and Public Environmental Review (PER) works completed by the City
- transfer of proponenty from the City to DevelopmentWA
- engagement and payments to project consultants
- acknowledgement of the requirement for additional agreements between the City and DevelopmentWA (as required).

Clause 6.1 of the MOU outlines the City's responsibility in terms of its freehold land:

"6.1 The City agrees that it shall:

- (f) *Not dispose of or otherwise deal with land it owns within the area of the Project (27 hectare area comprising Lot 1032 on Plan 13198 and Lot 1029 on Diagram 57604) which would materially affect or restrict the implementation of the Project.*
- (g) *Contribute the portion of City owned land required for the Project for an agreed market value (assumed to be nominal) consideration. The methodology used to value the required Project land to be agreed between the Parties.”*

The current concept plan prepared by DevelopmentWA requires the following City-owned land to be contributed to the project:

• Lot 1032	2.69 hectares	(total lot)
• Lot 1029	<u>8.62</u> hectares	(portion of the lot)
Total	11.31 hectares	

Since the execution of the current MOU, the City and DevelopmentWA have negotiated and developed the following draft agreements:

- Heads of Agreement
- Development Agreement
- Land Transfer Deed
- Land Assembly Strategy

Reports on the status of the negotiations have been presented to Council, through the Major Projects and Finance Committee, on a regular basis; the most recent being the meeting held on 2 November 2020 (Item 1 refers). At that meeting it was agreed that the Major Projects and Finance Committee notes:

- “1 *the status of the Ocean Reef Marina project as outlined in this Report;*
- 2 *a report on the preparation of the Ocean Reef Marina Development Agreement between the City and DevelopmentWA will be presented to the Major Projects and Finance Committee at a future meeting;*
- 3 *a draft Ocean Reef Marina Business Plan will be presented to Council, via the Major Projects and Finance Committee, at future meeting.”*

4.2 Project Description

The Ocean Reef Marina development site is located on the coast at Ocean Reef and when fully developed will cover a land/sea area of approximately 91 hectares (Figure 1). The site extends from just north of Swanson Way to north of Resolute Way, Ocean Reef. The site includes Lots 1029 and 1032 (City owned land), Foreshore Reserve 20561, Groyne Reserve 36732 and Breakwater Reserve 39014 (both vested in the City) and a portion of Water Corporation land at Lot 1033. The site currently consists of a boat launching facility, parking for vehicles and boat trailers, reserves, freehold land and the Ocean Reef Sea Sports Club and the Marine Rescue Whitfords.

The current Concept Plan (Figure 2), prepared by the DevelopmentWA, was endorsed for community engagement by the Government Steering Committee in August 2018. The refined plan was developed following an extensive review process undertaken by the DevelopmentWA Project Steering Group with considerable input from the Department of Transport.

The current Concept Plan proposes the following:

- 12,000 square metres of retail / commercial space
- capacity for 550 boat pens and 200 boat spaces
- 1,000+ dwellings including single dwellings, apartments, short stay and hotel rooms
- approximately 4,700 car and boat trailer parking
- facilities for the Ocean Reef Sea Sports Club and Marine Rescue Whitfords.

4.3 Land Tenure

The Ocean Reef Marina site consists of the following land parcels (Figure 3):

Lot Number	C/T Number	On Plan	Registered Proprietor
9000	2701/335	DP 54595	Water Corporation
1032	1667/921	P 13198	City of Joondalup
1029	1957/865	D 57604	City of Joondalup
45122/12803	LR3047/762	P 15142	State of Western Australia (Interest Holder: City of Joondalup)
47831/15446	LR3133/571	DP 40340	State of Western Australia (Interest Holder: City of Joondalup)
47831/15445	LR3133/570	DP 40340	State of Western Australia (Interest Holder: City of Joondalup)
36732/10098	LR3048/270	DP 216093	State of Western Australia (Interest Holder: Water Corporation)
39014/10518	LR3146/799	DP 216093	State of Western Australia (Interest Holder: Minister for Transport)
39014/10519	LR3146/800	DP 216093	State of Western Australia (Interest Holder: Minister for Transport)
40064/10969	LR3049/548	P 15655	State of Western Australia (Interest Holder: Water Corporation)

Lots 1032 and 1029 are the subject of the Major Land Transaction and this Plan

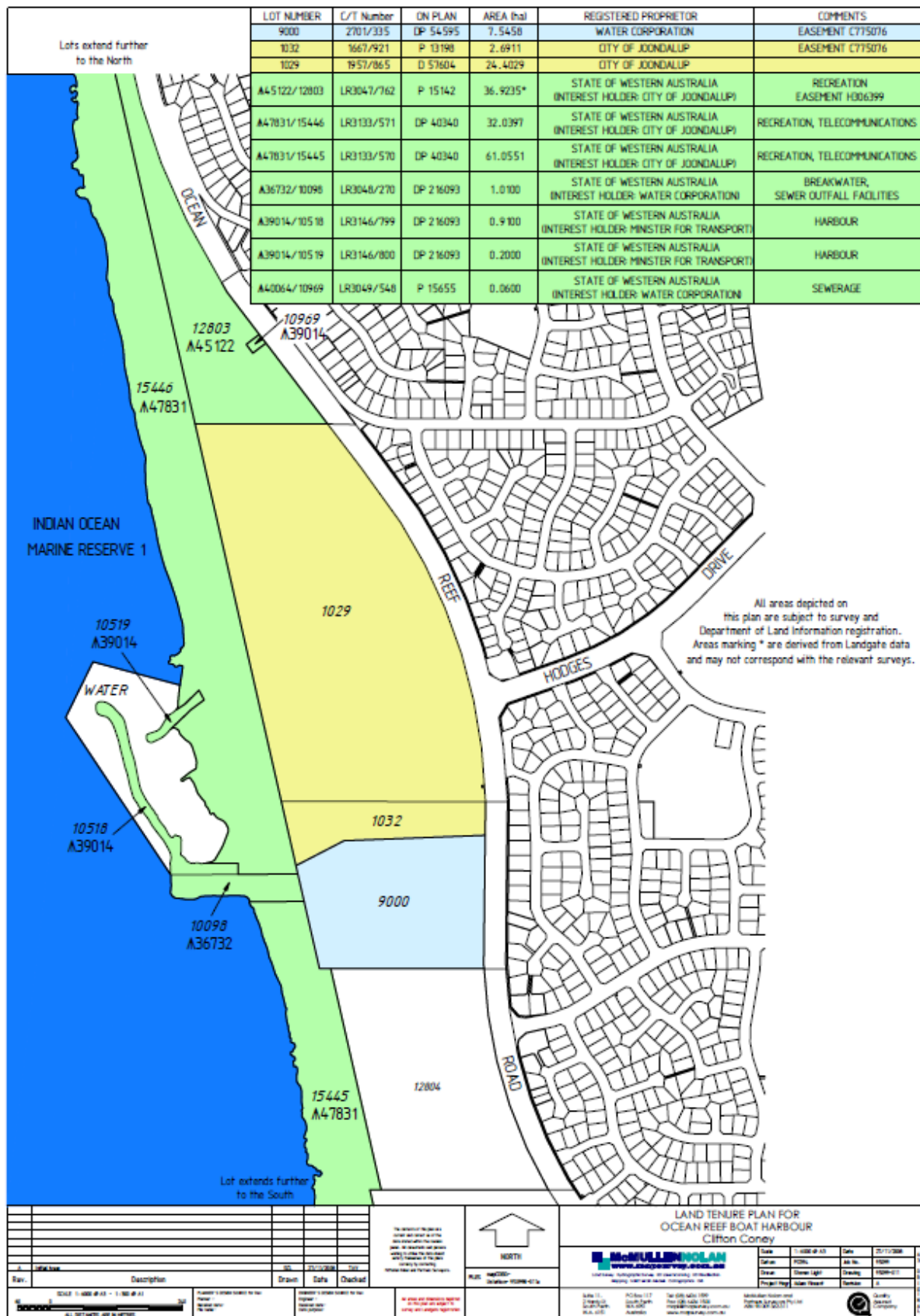
Figure 1: Ocean Reef Marina Regional Location



Figure 2: Current Concept Plan



Figure 3: Ocean Reef Marina Current Land Tenure



4.4 Land Zoning

Improvement Scheme No 1 – Ocean Reef Marina, prepared in accordance with the *Planning and Development Act 2005* and gazetted on 30 September 2020, provides land use and development controls over the Marina site. The improvement scheme also provides heads of power to prepare policies (including Design Guidelines) and local development plans.

The Improvement Scheme gives effect to *Ocean Reef Improvement Plan 51* which was gazetted on 31 December 2019

The Western Australian Planning Commission (WAPC) is the responsible authority for the enforcement and implementation of the Improvement Scheme.

Whilst the improvement scheme is in effect, the Metropolitan Region Scheme and the City's *Local Planning Scheme No. 3*) will be suspended and cease to apply to land within the improvement scheme area.

The improvement scheme established scheme reserves and precincts for a number of purposes.

Reserves

- Parks and Recreation
- Public Purposes – Special Use
- Regional and Local Road
- Public Open Space
- Waterways

Precincts

- Residential
- Mixed Use / Waterfront / Recreation Precinct
- Marine Enterprise
- Waterways

Further information on *Improvement Scheme No 1 – Ocean Reef Marina* is located on the Department of Planning, Lands and Heritage [website](#).

4.5 Current Use

The site, currently described as the Ocean Reef Boat Harbour, consists of:

- one large and one small limestone breakwater
- eight boat launching ramps
- extensive car and boat trailer parking
- public toilets
- coastal recreation amenities
- facilities for Marine Rescue Whitfords
- facilities for the Ocean Reef Sea Sports Club

- formal and informal walking tracks.

5. PROPOSED MAJOR LAND TRANSACTION

The City proposes to transfer ownership of Lot 1032 and Lot 1029 to the State Government to facilitate the development of the Marina. In addition, the City is required to relinquish management over the Crown Land parcels currently vested with the City.

During negotiations with DevelopmentWA (on behalf of the State Government), the City has sought to ensure that an adequate consideration is received for the transferred land and the City-owned infrastructure currently on site.

The land transfer by itself should not be viewed in isolation. It is part of the broader agreement necessary to enable the City to continue on-going involvement and support to this important regional development.

5.1 Land Transfer

In accordance with the terms of the MOU and the Heads of Agreement, the City proposes to transfer the whole of Lot 1032 and Lot 1029 for a nominal fee.

The City will receive, in freehold, that portion of Lot 1029 not required for the Marina. The City will also receive, in freehold, the land parcel identified as Public Parking (southern precinct – Amenity No 24).

Management of the land identified for the Ocean Reef Sports Club will be vested with the City.

Figure 4 shows the proposed land divestment strategy within the developed Marina.

Figure 4: Proposed land divestment strategy



6. ASSESSMENT OF MAJOR LAND TRANSACTION

6.1 Effect on the provision of facilities and services by the City

The existing Ocean Reef Boat Harbour provides the following services/amenities (managed by the City) to the community:

- eight boat launching ramps
- car and boat trailer parking
- public toilets
- Ocean Reef Beach Park
- dual use path.

The Marina will significantly enhance and improve on the above services/amenities through the provision of:

- coastal pool and family beach
- 12,000sqm retail and commercial floor space
- 550 boat pens and 200 boat stackers
- eight boat launching ramps and associated boat trailer parking
- landscaped major open spaces including event and community areas
- public walkways and waterfront promenade
- residential – apartments, single residential dwellings and mixed-use developments.

The City will assume responsibility for the management, operation and maintenance of the public open space and infrastructure consider a standard responsibility for local government. Figure 4 shows the City's areas of responsibility.

Subject to negotiation, the City may also enter an agreement with the Marina Manager (the Department Transport) for the general maintenance of the internal beach and associated boardwalks.

6.2 Effect on other persons providing facilities and services in the region

Two existing entities currently provide services from the Ocean Reef Boat Harbour:

- Marine Rescue Whitfords – provision of emergency marine search and rescue services in the Perth metropolitan are. Marine Rescue Whitfords operates from a building currently owned and maintained by the City.
- Ocean Reef Sea Sports Club – recreational club for members providing a wide range of water-based activities as well as social activities including meals and functions. The club operates from a clubhouse currently owned and maintained by the City.

Both Marine Rescue Whitfords and the Ocean Reef Sea Sports Club have been extensively consulted regarding the development of the Marina. The future requirements and needs of both entities have been identified and a commitment to the provision of new facilities has been provided by the State Government (through DevelopmentWA).

At the time of preparing this Plan, the exact specification and design of the new facilities have yet to be finalised. However, it is proposed that the new facilities will provide a greater level of amenity than those currently provided.

The Ocean Reef Sea Sports Club site will be vested to the City and the City will assume ownership of the new club building. It is proposed that the City will enter a lease agreement with the club for club facilities. An additional commercial lease may also be entered into should commercial facilities be co-located with the club facilities.

6.3 Expected financial effect on the City

The on-going financial impact of the Marina on the City has been a key consideration during the life of the project. The financial impact on the City has also been paramount during recent negotiations with DevelopmentWA for the preparation of the Heads of Agreement, Land Transfer Deed, Land Transfer Strategy and Ocean Reef Marina Development Agreement.

The City has developed a financial model to continually monitor the potential impact of the fully developed Marina on the City's operating results and the overall cashflow. This model was used to inform the above agreements and provides the City with confidence that long-term financial sustainability will be achieved. Long-term financial sustainability of the Marina for the City's ratepayers is defined as follows:

- Operating surplus/deficit: Recurring impacts, including depreciation, should be no worse than zero once the Marina is fully developed. This is measured by comparing the estimated future impacts to the existing operating deficit of the Ocean Reef Boat Harbour (currently approximately \$100,000pa).
- Cashflow impacts: The 50-year cashflow impacts are zero or positive when compared to baseline.

This Plan does not contend that the financial projections will come to pass exactly as forecast. However, it is considered that the model used, and the assumptions applied, provide sufficient confidence that the impacts are financially sustainable. The actual expenses and income may vary due to the following:

- Specification of the civil infrastructure (lighting, roads, paths, drainage) and the final specification of the parks and public open spaces.
- Useful life of assets and utilisation, wear and tear of public assets.
- Rates assessments of the residential and commercial areas by the Valuer General.
- Application of public parking fees.
- Economic and market factors.
- Phasing of development and market take-up of private areas.

It has been agreed that the City be involved in the development of the specifications and design of the civil infrastructure, public open spaces and any other matters that may financially impact the City.

(a) Financial Projections

(i) *Scenarios*

Based on a set of assumptions, the financial model evaluated three scenarios with a comparison against baseline:

SCENARIO		COMMENTS
	Baseline	The current income and expenses of the existing and buildings, as they impact on the City's financials.
1	Best Case	Most favourable financial impact. Assumes highest values for rates income, parking fees and the lowest impact for expenses.
2	Realistic Case	Most likely set of assumptions in terms of on-going responsibilities and prudent assumptions for new income and expenses.
3	Worst Case	Least favourable financial impact. Lowest value for rates income and parking fees, highest cost for expenses.

Where possible, if some values/assumptions can be fixed then the same values are used for each of the above three scenarios.

(ii) *Strands*

The financial model covers five separate impact strands:

- One-off project impacts
- Rates Income
- Parking
- Infrastructure Services
- Ocean Reef Sea Sports Club and Marine Rescue Whitfords

The financial projections reported in this Plan includes the summary financial impacts only.

(iii) *Whole of Life approach*

The City applies a whole-of-life approach to all projects and uses a wide number of tools to ensure it is financially sustainable both now and in the future. The ongoing operational impacts are assessed as much as the one-off costs. This ensures that the overall costs over the long-term are evaluated and budgeted.

(iv) *Current Asset Values*

A detailed review of the City's current assets and values at the existing Ocean Reef Boat Harbour was undertaken in 2019 with a further land valuation assessment undertaken in June 2020. Table 1 summarises the current assets and values (CRC means Current Replacement Cost; WDV means Written Down Values).

Table 1 – Current Asset Values

Asset				Asset Values			
Asset	Details			CRC	WDV	Dates	
	Asset Class	M/ment	Qty	\$	\$	Comm	Expiry
1 Ocean Reef Boat Ramp Toilets/Changeroom	Buildings	m2	41	\$171,700	\$84,006	Jun-94	Various
2 Ocean Reef Sea Sports Club	Buildings	m2	844	\$3,483,900	\$1,981,222	Jun-80	Various
3 Telstra Income	Buildings						
4 Whitford Volunteer Sea Rescue	Buildings	m2	286	\$939,700	\$739,344	Jul-08	Various
5 Car Park, Access Road, Launch Area & Quays	Transport	Bays	160	\$2,878,839	\$1,597,692		
6 Path	Transport	Paths	24	\$287,921	\$191,276		
7 Jetties	Transport	Jetties	6	\$815,000	\$724,229	Sep-15	Jul-50
8 Marine	Parks	Assets	5	\$2,830,000	\$1,270,984	Various	Various
9 Lighting	Lighting	Lights	24	\$153,517	\$65,875	Various	Various
10 Parks	Parks	Assets	87	\$677,184	\$376,321	Various	Various
11 Drainage	Drainage	Assets	22	\$80,593	\$53,062		
12 Lot 1029	Land			\$1	\$1		
13 Lot 1032	Land			\$1	\$1		
TOTAL				\$12,318,356	\$7,084,013		

(v) *One-off Future Project Costs*

Table 2 summarises the future one-off costs based on the following key assumptions:

- On-going City project costs.
- Parking infrastructure.
- Capital costs to derive a commercial income stream.

Table 2: *One-off future project costs*

One-off Future Project Costs	Scenario1	Scenario2	Scenario3
	Best Case	Realistic	Worst Case
	\$000s	\$000s	\$000s
1 City Projects Future Costs	(\$697)	(\$697)	(\$697)
2 Parking Infrastructure	(\$270)	(\$270)	(\$50)
3 Capital costs to derive commercial income stream	(\$3,717)	(\$3,561)	(\$3,005)
One-off Future Project Costs	(\$4,684)	(\$4,528)	(\$3,752)

(vi) *Operating Income (excluding escalation)*

Table 3 summarises the estimated annual income derived from a fully developed Marina (currently assumed to be 2032-2033).

Table 3: Operating Income

Operating Income excluding escalation	Baseline	Scenario1	Scenario2	Scenario3
	Current I&E	Best Case	Realistic	Worst Case
	\$000s	\$000s	\$000s	\$000s
1 Rates Income	\$0	\$2,571	\$2,251	\$2,197
2 Parking Income	\$152	\$979	\$607	\$235
3 Club & Commercial Income	\$60	\$340	\$308	\$284
Operating Income vs Baseline	\$212	\$3,891	\$3,166	\$2,715
		\$3,679	\$2,953	\$2,503

(vii) Operating expenses including Depreciation (excluding escalation)

The City will receive a significant new income stream from the Marina. However, the City will incur additional expenses from maintaining, operating and replacing the public open space, civil infrastructure and other public infrastructure. Table 4 summarises the estimated expenditure.

Table 4: Operating Expenses

Operating Expenses Including Depreciation excluding escalation	Baseline	Scenario1	Scenario2	Scenario3
	Current I&E	Best Case	Realistic	Worst Case
	\$000s	\$000s	\$000s	\$000s
1 Infrastructure Services Maintenance	(\$63)	(\$1,051)	(\$1,096)	(\$1,169)
2 Parking	(\$4)	(\$378)	(\$378)	(\$210)
3 Clubs & Commercial expenses	(\$154)	(\$211)	(\$209)	(\$201)
4 Depreciation Infrastructure	(\$101)	(\$1,146)	(\$1,206)	(\$1,272)
Operating Expenses & Depreciation Total vs Baseline	(\$322)	(\$2,787)	(\$2,889)	(\$2,852)
		(\$2,465)	(\$2,567)	(\$2,530)

(viii) Operating surplus/(Deficit) summary (excluding escalation)

Table 5 compares the estimated recurring impacts (in today's dollars) once the Marina is fully developed. The table compares the existing deficit to future income and expenses. The realistic scenario assumes a positive financial outcome of \$277,000 per annum with the worst case scenario resulting in a deficit of \$137,000 per annum. It should be noted that the worst case captures the most pessimistic scenario for all areas which is highly unlikely to materialise.

Table 5 – Operating Surplus/(Deficit) summary

Operating Surplus excluding escalation	Baseline	Scenario1	Scenario2	Scenario3
	Current I&E	Best Case	Realistic	Worst Case
	\$000s	\$000s	\$000s	\$000s
Operating Income	\$212	\$3,891	\$3,166	\$2,715
Operating Expenses, including Depreciation	(\$322)	(\$2,787)	(\$2,889)	(\$2,852)
Operating Surplus vs Baseline	(\$110)	\$1,104	\$277	(\$137)
		\$1,214	\$386	(\$27)

(ix) Total cash flows to 2069-2070

The whole-of-life cash flows have been projected over a 50-year period and includes estimated escalation. Table 6 indicates that the realistic scenario would achieve a positive cashflow outcome of \$25.6 million versus baseline.

Table 6: Overall cashflow total including escalation

Option Summary Overall Cashflow Totals including Escalation	Baseline	Scenario1	Scenario2	Scenario3
	Current I&E	Best Case	Realistic	Worst Case
One-off Costs		(\$4.7)	(\$4.6)	(\$3.8)
Depreciation / Asset Replacement	(\$17.2)	(\$132.3)	(\$137.8)	(\$141.4)
Operating Cash Expenses	(\$15.8)	(\$141.9)	(\$145.4)	(\$139.4)
Operating Income	\$21.7	\$372.0	\$302.1	\$258.2
Cashflow Total vs Baseline	(\$11.2)	\$93.1	\$14.3	(\$26.4)
		\$104.3	\$25.6	(\$15.2)

6.4 Effect on matters referred to in the Plan for the Future

The development of the Marina is reflected in the City's *Joondalup 2022 - Strategic Community Plan 2012-2022* (July 2018), *Local Planning Strategy* (November 2017) and *Economic Development Strategy – Expanding Horizons* (2017).

Joondalup 2022 recognised the Marina project as an “essential catalyst for regional tourism development and the provision of diverse housing and accommodation options”. *Joondalup 2022* also states that “the benefits that it [the Marina] will bring socially, economically and environmentally to the local and regional community is what will drive the City to continue pursuing the project into the future”.

The Ocean Reef Marina Project Philosophy and Parameters (endorsed by Council in May 2009, Item JSC05-05/09 refers) articulated for the record and historical purposes the intent of Council in progressing the Marina project. In endorsing the Project Philosophy and

Parameters, Council noted that the Marina site had been recognised as having the potential for development as a major tourism and recreation node for over 30 years.

It should be noted that the Marina project is also reflected in the *North-West Sub-regional Planning Framework* (Western Australian Planning Commission, 2018).

6.5 The ability of the City to manage the performance of the transaction

Need to determine a definition of “performance of the transaction” – potentially needs to include financial as well as the info below.

The City has developed a *Strategic Finance Plan* which projects the City’s financial position over a 10- or 20-year period. This plan enables the City to assess necessary funding requirements, to afford capital replacement programs and new capital projects as well as the City’s capacity to maintain overall financial sustainability into the long-term future.

The *Strategic Financial Plan* is continually monitored and updated to include major projects such as the Marina.

To facilitate and manage its operational responsibilities, the City has developed and implemented the following:

- Asset Management Strategy (incorporating the Asset Management and Building Asset Management Plans)
- Property Management Framework
- Five-Year Capital Works Program
- Waste Management Plan
- Weed Management Plan
- Road Asset Management Plan

The Corporate Business Plan is the City’s five-year service and project delivery program. It is aligned to the strategic direction and priorities set within *Joondalup 2022* and reflects actions in the City’s Capital Works Program and informing strategies.

The purpose of the plan is to demonstrate the operational capacity of the City to achieve its aspirational outcomes and objectives over the medium-term. All operational planning and reporting is driven by the Corporate Business Plan which is reviewed annually to ensure priorities are achievable and effectively timed.

The Corporate Business Plan:

- Outlines the priority projects and programs the City of Joondalup will deliver over the next five years.
- Links services, projects and programs with the vision of the *Joondalup 2022*.
- Provides detailed milestones for delivery of priority projects and programs in each quarter of the first year.
- Lists the City’s key services and programs with related costs and staffing levels.
- Outlines the City’s operational and capital budgets for the relevant financial year and provides a forecast for the following four years.

- Is informed by the City's long-term Strategic Financial Plan, Workforce Plan and Asset Management Strategy.
- Is a legislative requirement of the WA Integrated Planning and Reporting Framework.
- Is reviewed and updated every year to adapt to changing circumstances and trends.

**ATTACHMENT 2
VERBATIM SUBMISSIONS**

Note: Words that may identify submitters or contain offensive language have been removed and replaced with square brackets, ie [- -]. Minor alterations have been made to spelling/grammar to enhance readability.

Submissions from community groups

Beldon Residents Association

On behalf of the committee of the Beldon Residents Association, we agree with the transfer of ownership of Lot 1032 and Lot 1029 to the State Government to facilitate the development of the Marina.

We note that the City of Joondalup will receive back a portion of Lot 1029 as freehold, land designated as Public Parking as freehold, and freehold land for the Ocean Reef Sports Club.

We note that provisions will be made by the State Government for land for Marine Rescue Whitfords.

We note the once-off cost by the City of Joondalup, that the revenue and expenses projections, once control of part of the marina and residential areas pass back to the city, are forecasts only and urge the City to continue to monitor the project to ensure that it is financially viable for future ratepayers.

Urban Bushland Council

- Attached

Edgewater Community Residents Association Inc

- Attached

Joondalup Community Coast Care Forum

- Attached

Submissions received from individual community members

Note: The following comments were received from 138 submitters.

I am writing to reject the Business Plan for the City of Joondalup's Major Land Transaction ORM Lot 1029 and 1032 for \$1 to the state government.

I am writing in regards to the Heads of Agreement Business Plan for the City of Joondalup's Major Land Transaction ORM Lot 1029 and 1032 for \$1 to the state government.

- This business plan for the transfer of 11.7ha of land for \$1 is an onerous economic burden and liability for current and future ratepayers and taxpayers.
- 15% of City of Joondalup residences (8% of residents) ticked the one question for the 2009 survey question for an upgrade on the existing boat harbour site but not at any cost
- We are concerned that City of Joondalup (CoJ) have proceeded with this development unaware that the consults for the Environmental Protection Agency, commissioned with our money said there would be total destruction of the richest abalone reef and all bottom living marine life inside the marina, 70m around the breakwater and 500m of the abalone reef to the north. City of Joondalup have not kept themselves and councillors informed of the environmental destruction.(Minutes of 16 Feb 21 pg xix Questions -

Submissions received from individual community members

https://api.joondalup.wa.gov.au/files/councilmeetings/2021/CJ210216_MIN.pdf, ORM EPA Report -

https://www.epa.wa.gov.au/sites/default/files/EPA_Report/Ocean%20Reef%20Marina%20-%20EPA%20Report%201629.pdf

- The Tonkin Government in 1972 proclaimed Marmion Marine Park to stop the continued coastal development because the local impacts of dredging and blasting are not in fact local but widespread with future cost implications.
- Today with our better understanding of these environmental implications we know the coastal processes can never be accurately predicted. Numerous coastal development projects in WA, although EPA approved have demonstrated how unintended environmental consequences place a massive financial burden on tax and ratepayers. We should not be building on the coast and a reef.
- This business plan puts no value on this Aboriginal cultural loss or value for tourism. It is disappointing you pay your respects to traditional owners past and present but you are condoning the desecration of the best remaining example of their traditional way of coastal living and mobility, tribal hunting and gathering grounds, ceremonial and sacred coastal limestone cliffs just because it did not have a registered site on it. The public have refuted your client driven, single focus heritage report because of the artefacts present and the existing documentation of the significance of the site to Aboriginal people including the City's own Joondalup Mooro Boodja brochure (<https://www.joondalup.wa.gov.au/wp-content/uploads/2018/01/Joondalup-Mooro-Boodjar.pdf>). You have hidden behind this non-public report to progress the development, paying Noongar people on this project in the most menial way to absolve your moral responsibility. The external mental health cost from desecration of our natural and Aboriginal heritage is not considered by our governments. These are irreplaceable assets for Joondalup, attract tourists and keep us local and healthy.
- This business plan fails to follow City of Joondalup's strategic plans
- Continuing with a development because it has been planned for 30 years is no reason to continue if it does not align with your strategic plan or present community values (Community Coastal Values Survey 2018, Nth of Boat Harbour).
- The marina was described as Bush Forever 325 in 2000, it was classified as Class A Reserve for conservation.
- The City of Joondalup endorsed Biodiversity Plan highlights that Joondalup has over-cleared. You signed an international treaty in 2008 as a global city to protect biodiversity. The City of Joondalup have disregarded this by putting more housing on valuable greenfill.
- I am witnessing the destruction of more environmentally sensitive area, highly biodiverse and one many people care for and enjoy. Consult with volunteers who work tirelessly to maintain the integrity of the Bush Forever 325 coastal ecological linkage has been dismissive. There is no attempt at a wildlife overpass by DevelopmentWA. If this development proceeds, the cost for this wildlife overpass should be added to this business plan as an expense for ratepayers. Preferably, the city should negotiate this before any land transfer occurs.
- Users of the coast at Ocean Reef were consulted in 2018 on the value of the coast and how you should manage it for us.
- You allowed DevelopmentWA continue with this development despite this.
- The community said no to housing at ORM in 2002 but you went ahead planning for a marina until a survey was crafted for the result you wanted in 2009.
- You are asking all ratepayers to bear the cost of maintaining the public open space at the marina development where there is barely enough open space for the 3000 new residents. This development is little more than a private canal housing development.
- The revenue from lease by both the Marine Rescue Whitfords and the Ocean Reef Sea Sports Club is documented as increasing from the present \$60k per annum to \$308k. Although the \$60k figure is in the business plan, the CoJ were asked in the February OCM what the current rent from ORSCC was and replied \$3,758.58.
- The two clubs (possibly not for profit) are to receive new facilities away from their prime location, back to the main Ocean Reef Drive. This cost is not documented. ORSSC will be relocated away from the water to near Ocean Reef Drive. We fail to see how this club is anticipated to grow when the number of boat ramps remains at 8 and a location away from the

Submissions received from individual community members

water and other commercial areas? A commercial venture with the City and the ORSSC is documented in the business plan. The 5 times revenue from the 2 clubs in the business plan could be based on a commercial venture by City of Joondalup that is undecided? 1

- A further \$4.5m has to be spent on public open space infrastructure including parking meters before revenue flows from parking fees.
- The Mayor and majority of Councillors did not know the current state of carparking fees at Hillarys Boat Harbour or the present Ocean Reef Boat Harbour. City of Joondalup said that boat trailer parking will now be controlled by the marina manager, Department of Transport, not City of Joondalup. So where will most carparking fees come from, fines? How can you honestly expect to activate this location if you charge for car parking Please note, paid parking at both Hilary's and Ocean reef today is ONLY for boat trailer parking. If normal car parking fees were introduced at Hillarys the already strained addressable market for business, there would be further strained.
- We have no confidence in both these forecast revenues which will be the only revenue for many years. The business plan revenue must be independently reviewed when you decide on what you will pursue and cannot be endorsed for the land transfer.
- The Coast adapt program2 is a federal initiative that considers climate change assessing the potential inputs and consequences of coastal developments. The City are aware that the CHRMAP has identified the development area and adjacent zones as at risk from inundation due to sea level rise/ storm surge events. Although claims are made that environmental cell-based studies have been conducted, it's clear that the level of investigation warranted for this project has not been engaged.
- The studies for the breakwater that City of Joondalup commissioned for the EPA assessment are insufficient for the community to take on the liability for the uncertainty of building a huge breakwater will cost of managing its effect on surrounding beaches and infrastructure.
- The business plan only assesses the potential liability from altering the sand flow around the breakwater but not the wider impacts. Who is going to pay in perpetuity? You have told us DevelopmentWA is responsible for this cost, DevelopmentWA have said it is the cost and responsibility of the Marina Manager of which there is none. But what organisation would take on this marina management with this expected cost and the unforeseen risks? If the true cost for maintaining this marina was charged to those wanting to store their boat there, it would not be a viable concern.
- City of Joondalup commissioned most of the studies presented to the EPA for assessment. If these are found to be inadequate what liability does City of Joondalup have?
- To date DevelopmentWA are refusing residents dilapidation reports of their nearby properties. City of Joondalup have not pursued this with DevelopmentWA. The original plans were to source all the rock for the breakwater from the site. Now all the 900ktons of rock is to be brought in 300 trucks a day for 10 hours a day, 6 days a week for one year. Will City of Joondalup be liable for damage to properties, which is already occurring? It is not in this business plan.
- I am particularly concerned of the impact to Mullaloo Beach with the Beenyup wastewater outfall hitting the huge breakwater and sand accumulation and directing the pollution on to this beach, into the marina entrance and generally reduced dispersion because of the barriers.
- I am concerned of the expected sand accumulation on the Mullaloo side of the breakwater causing changes to wave action, currents and rips at Mullaloo Beach and the possibility of having to construct protective rock groynes. This has not been considered in the studies and reports for the EPA assessment. Will City of Joondalup pay for ongoing remediation costs to Mullaloo Beach?
- I am concerned for the ongoing cost to infrastructure repair because of the expected loss of sand from the beach on the northern side of the breakwater where inundation from the sea was expected to almost reach Resolute Way in 90 years. This was the prediction before a breakwater was going in, but the protective vegetation and sand dunes have now been removed for the development. If a storm event occurs before sand is physically transported to this vulnerable beach, then infrastructure damage to City of Joondalup paths, roads could well occur. Has the cost of early active retreat management been factored in this business plan because of this uncertainty? The state government has made it clear they will not pay.

Submissions received from individual community members

- There are very few marinas you can swim in. But this marina has Australia's 6th worst nutrient polluted wastewater outfall with the first diffuser only 300-400m from a huge breakwater. How will a polluted ocean pool and little public open space effect carparking revenue for the city? This risk has not been considered in the business plan.
- Where is the ongoing data and analysis for the nutrient pollution of the groundwater outflow into the marina over and above the small number of bore samples taken? This will have a major effect on water quality in the marina as DevelopmentWA expected this polluted fresh water to flush the marina. Why aren't the associated water quality remedial costs in this business plan? Removing native vegetation and landscaping with lawn will exacerbate this problem and directly affect the marina managers costs for remediation.
- The 2019 -2020 Watercorp sampling at Beenyup wastewater outfall showed 2 days of chlorophyll levels above acceptable. With predictions of increasing water temperature, less diffusion for the Beenyup wastewater because of an enormous breakwater, we may not be able to swim at Mullaloo beach on the hottest days let alone the marina. It is easy to ban swimming, but the sea life can't escape as we have seen in Cockburn Sound with algal blooms. Are there remedial costs in this business plan? The outer reef still has rich lobster stocks. We do not want to risk decimation of these like the crabs in Cockburn sound. This risk should have been considered in a risk analysis in the business plan.
- The huge breakwater will be built on the 43-year-old Beenyup outfall pipe with only a few more years of life. Watercorp have said it is your responsibility not to damage it. This is a huge liability I do not want to accept with even the best studies which I don't think have been done, cannot predict what might happen here. Why has this risk not been assessed and predicted costs published in the business plan as a scenario?
- This development has been marketed as world class and vibrant. Please explain to the public how it is world class and vibrant as the lack of risk and cost benefit analysis shows it to be an economic liability and possibly a world class folly. The blue-sky marketing may well have deceived the public into allowing the marina construction to proceed and placing an onerous economic burden and liability on current and future ratepayers and taxpayers.
- I am extremely disappointed by the misdirection and false marketing ploys used by council and its associated partners (Development WA) with artists impressions of the coast with surf breaks and vistas of the ocean with no breakwater from the paths, lots of public open space compared to housing. This of course is what we want to see but not what the marina will deliver.
- You have allowed DevelopmentWA, with an access permit only to clear precious bushland, build roads placing a potential large economic liability on ratepayers if the desecration at Ocean Reef is stopped because of any one of the many reasons it should be eg significant site to Aboriginal people, outstanding approved plans, no marina manager, no business plan for a major trading undertaking, lack of transparency and accountability, unfit fake beach and marina pool for use.
- In 2002 you wanted a commercial return on your investment for buying 45 acres at Ocean Reef for \$500,000 in 1979. This business plan should be cost neutral, we insist on a land sale price to realise this and reduce our burden for decades to come.

Details not included in the business plan

1. An evaluation of the lost opportunities there are for the parcel of land being sold for only \$1 is missing from the business plan.
2. A fully disclosed financial justification and social impact assessment for the whole of the development, land and marine. This should have been prepared and advertised once City of Joondalup had spent \$2m as the initial, lead and only proponent of the development. This is a major breach of the Local Government Act 3.59 and lack of accountability and transparency for the community to make informed decisions on this development.
3. Independent financial risk assessment by experienced assessors in marina and land reclamation developments. See following comments why not doing this is a reckless disregard for ratepayers.
4. This business plan is required to assess the impact to local businesses from the ORM competition. Both Hillarys Boat Harbour and Mindarie Marina have not been considered and do not want the direct competition of the ORM when they have empty pens and commercial space.

Submissions received from individual community members

5. The length of time this marina will take to construct and the lack of any proven or validated demand for pens is concerning. The likelihood is that a small number of pens (possibly around 50) could be constructed to attract early leasees. Unfortunately, until hundreds of pens are occupied commercial marina services including, lifters and fuel bowsers won't be cost justified. This will mean that the small number of penned vessels and the early stages of little or no residences constructed will make this location a nightmare for security and anti-social behaviour falling on council and DOT to run continuous security operations. Where are these costs in the business plan?
6. The \$5.5million of ratepayers' money already spent on plans and studies for the development are not in this business plan because it appears more favourable to the community with scanning this business plan. This is a deliberate misrepresentation of the true financial cost and would not see a breakeven point to well beyond the 2054 envisaged. No commercial business would be able to "ignore" and extinguish this cost, it was real rate payer's money spent on a range of very expensive consultants, it can't simply be written off. This needs to be included in a revised business plan and a better deal sought for ratepayers on land price.
7. The implication from not increasing rates when \$10m (\$5.5m spent so far and not included and \$4.5m required) of ratepayers' money is spent to get the ORM to a stage of realising revenue. Are services and jobs to go or will City of Joondalup eat into reserves or sell more green space?
8. Ratepayers and the community need this to be included in the business plan before it can be endorsed for the major land transfer
9. The loss of jobs from those whose livelihoods depends on this reef.
10. A full cost benefit analysis rather than a selective one as in this business plan which misleads the public.
11. The business plan does not assess the financial implication of losing our nearby natural assets for tourism, health benefits, cost to residents having to go elsewhere to find areas for this recreation, protection of the coast from coastal processes:
 1. Active recreation health benefits
 1. Walk out world class snorkelling reef,
 2. two surf breaks,
 3. Scenic shared path for active recreation will be relocated behind built environment with 7 hazardous roads to cross.
 2. Liveability, cultural identity
 3. Picturesque cliff backed beaches for retreat
 4. Richest abalone reef in WA provides a unique recreation and food
 5. 120,000 yoa fossilized rocks that are an analogue of climate change and should remain in perpetuity for education and curiosity
 6. Diversity of birds and animals that are internationally recognised
 7. Outer reef rock lobster stocks will further decrease for local fishermen, from the Impact of 750 extra boats.

We request that the City prepare a business plan for the land transfer that:

- Confirms who is responsible for the transfer of sand build up and remediation from the breakwater, ratepayers or taxpayers?
- Includes the implication to Hilary's boat harbour and Mindarie Marina businesses.
- Includes the lost opportunities from selling this land for \$1.
- Assesses the financial loss from locals having to go elsewhere for surfing, swimming, snorkelling, bird watching, recreation with nature.
- Sures up car parking charges at ORM.
- Sures up its commercial revenue from the ORSCC.
- Reduces the financial burden and liability for ratepayers.
- Does not sell the 11+ha for \$1.
- Has been reviewed by an external independent financial consultant with expertise and experience in marina and reclaimed land developments, to undertake a peer review of the Business Plan with the results made available to the public as part of the Business Plan consultation process.

Agree to the transfer of land to the State.

Submissions received from individual community members

I am very concerned for the viability of the proposed Ocean Reef marina.

An external financial review of the proposed marina was supposed to have taken place however to my knowledge this has not been done and as such I strongly feel the disposal of land should not be undertaken.

The City of Joondalup owes it to the rate payers to follow through on its promise to engage an external financial consultant as ultimately we will be the ones footing the bill for a failed project. The local community will also be losing out on the current boat ramp facility's, suffering the earth works and possibly loosing value in our properties.

From the City of Joondalup's own financial projections and the current state of the two existing nearby Marinas I see very little chance of this development offering the local community any benefit outside a few extra coffee shops and the privilege of paying to park here.

I would be in favour of seeing some type of development take place at this location and I'm sure a restaurant, cafe, bar in this area could do well and bring in some income for Joondalup without losing the existing infrastructure or requiring the enormous development involved with the current plan.

In summary, please complete the promised financial review before handing over valuable land parcels to developers and negatively impacting local residents.

The Business Plan needs to have a lot more details, more transparency, it appears to have a number of errors and risky assumptions. It fails to address the existing values of the two lots of land, and it fails to address opportunity cost.

Lack of transparency

1. The largest project undertaken by the City should be subjected to scrutiny by engaging an independent external consultant to carry peer review of the financial work done.

2. No reports have been provided to council regarding justification of market value of the land parcel.

3. The Business Plan had the Realistic forecast for the Operating Surplus for the completed development at a surplus of \$832,000 in June 2020, but the current Business Plan states the surplus as \$277,000. This is a huge discrepancy and detailed explanation not available.

4. Hidden cost not addressed e.g., wrack management, sand shifting, etc.

5. Sunk cost of \$5.5M excluded, other costs less apparent so, loss of \$7M of existing infrastructure, fair value of land parcel gone from \$63M worth to \$1.6M to \$1.

Very well, the City is expecting something back from Development WA, but we do not have details of this exchange, this is unacceptable in business terms.

MAJOR LAND TRANSACTION BUSINESS PLAN



Submissions received from individual community members

Table 1 - Current Asset Values

Asset				Asset Values			
Asset	Details			CRC	WDV	Dates	
	Asset Class	M/ment	Qty	\$	\$	Comm	Expiry
1 Ocean Reef Boat Ramp Toilets/Changeroom	Buildings	m2	41	\$171,700	\$84,006	Jun-94	Various
2 Ocean Reef Sea Sports Club	Buildings	m2	844	\$3,483,900	\$1,981,222	Jun-80	Various
3 Telstra Income	Buildings						
4 Whitford Volunteer Sea Rescue	Buildings	m2	286	\$939,700	\$739,344	Jul-08	Various
5 Car Park, Access Road, Launch Area & Quays	Transport	Bays	160	\$2,878,839	\$1,597,692		
6 Path	Transport	Paths	24	\$287,921	\$191,276		
7 Jetties	Transport	Jetties	6	\$815,000	\$724,229	Sep-15	Jul-80
8 Marine	Parks	Assets	5	\$2,830,000	\$1,270,984	Various	Various
9 Lighting	Lighting	Lights	24	\$153,517	\$65,875	Various	Various
10 Parks	Parks	Assets	87	\$677,184	\$376,321	Various	Various
11 Drainage	Drainage	Assets	22	\$80,593	\$53,062		
12 Lot 1029	Land			\$1	\$1		
13 Lot 1032	Land			\$1	\$1		
TOTAL				\$12,318,358	\$7,084,013		

WDV on chart \$7,084,013 would be written down during the construction as if they will exist anymore.

Extra \$4.5 million would be contributed by city (ratepayer)

Hence, one off impact on financial profit and loss could be as high as \$11.5 million!

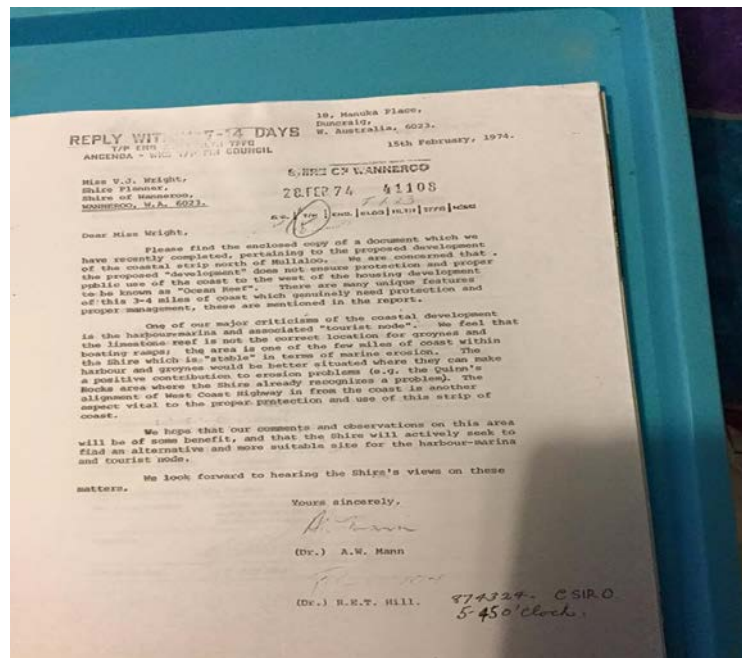
Add on sunk costs of \$5.5M

If land value should be \$63,

we are talking about **\$80M!**

Errors

1. Aim of the Business Plan is to transfer land parcel to Development WA for construction of housing estate. Planning Department of Wanneroo in 1974 advised against building on the coastline.



2. NPV has been excluded in consultation. This should have been included as shown in original Briefing session.

excluded in This should be included as copy at

Submissions received from individual community members

Option Summary Overall Cashflow Totals including Escalation

	Baseline	Scenario1	Scenario2	Scenario3
	Current IAE	Best Case	Realistic	Worst Case
One-off Costs		(\$4.7)	(\$4.6)	(\$3.8)
Depreciation / Asset Replacement	(\$17.2)	(\$132.3)	(\$137.8)	(\$141.4)
Operating Cash Expenses	(\$15.8)	(\$141.9)	(\$145.4)	(\$139.4)
Operating Income	\$21.7	\$372.0	\$302.1	\$258.2
Cashflow Total	(\$11.2)	\$93.1	\$117.9	(\$24.4)
Cashflow Total vs Baseline		\$104.3	\$28.6	(\$15.2)
Net Present Value(Cost) vs Baseline	(\$4.0)	\$31.7	\$6.0	(\$16.8)
		\$36.7	\$3.8	(\$12.0)
Payback (years)		16	34	
Internal Rate Return		11%	3%	

34 years of payback time and Net Present Value have been removed after it has been questioned at Briefing session.

3. Table 1- Current Asset Values, item 1. Ocean Reef Boat Ramp Toilets/Changeroom CRC of \$171,000 comm date was Jun-94.

The original brick building was demolished in 2014 and a current temporary structure was installed. The cost was around \$14,000.

Table 1 - Current Asset Values

Asset				Asset Values			
Asset	Asset Class	Details		CRC	WDV	Dates	
		M/ment	Qty			Comm	Expiry
1 Ocean Reef Boat Ramp Toilets/Changeroom	Buildings	m2	41	\$171,700	\$84,006	Jun-94	Various
2 Ocean Reef Sea Sports Club	Buildings	m2	844	\$3,483,900	\$1,981,222	Jun-00	Various
3 Telstra Income	Buildings						
4 Whitford Volunteer Sea Rescue	Buildings	m2	288	\$939,700	\$739,344	Jul-08	Various
5 Car Park, Access Road, Launch Area & Quays	Transport	Bays	160	\$2,878,839	\$1,597,692		
6 Path	Transport	Paths	24	\$287,921	\$191,278		
7 Jetties	Transport	Jetties	6	\$815,000	\$724,229	Sep-15	Jul-50
8 Marine	Parks	Assets	5	\$2,830,000	\$1,270,984	Various	Various
9 Lighting	Lighting	Lights	24	\$153,517	\$65,875	Various	Various
10 Parks	Parks	Assets	87	\$677,184	\$376,321	Various	Various
11 Drainage	Drainage	Assets	22	\$80,593	\$53,062		
12 Lot 1029	Land			\$1	\$1		
13 Lot 1032	Land			\$1	\$1		
TOTAL				\$12,318,356	\$7,084,013		

Another error here?

Ocean Reef Boat Ramp Toilets/ Changeroom have been demolished in 2014

The current temporary structure was installed, cost was about \$14,000



4. Table 1- Current Asset Values, item 12 and 13.

\$1 is the nominal value for each of these items, it is not a true reflection of Current Replacement Cost of the land parcel.

Original assessment in 2017 when the land parcel was valued at \$63 M . This figure should have been used for CRC and WDV.

Submissions received from individual community members

Non-current		
Land held for resale		
Cost of acquisition - Opening Balance	14,009,867	14,169,887
Disposals during the year	(99,580)	(159,830)
	13,910,287	14,009,887
Development costs	3,223,936	3,251,376
	17,134,223	17,261,243
The following movements in inventories occurred during the year:		
Carrying amount at 1 July	17,506,677	17,565,747
Receipts/additions during the year	2,254,152	819,786
Issues/Disposals during the year	(844,718)	(878,734)
Adjustments during the year	2,901	(122)
Carrying amount at 30 June	18,919,012	17,506,677

*Assets held for transfer comprises:

- Two lots of land to be transferred to DevelopmentWA for the Ocean Reef Marina Development Project. The two lots were originally recognised and presented at a combined cost of \$554,785. The lots have subsequently been regularly revalued and presented at fair value in accordance with the Local Government (Financial Management) Regulations 1996. The combined fair value at which the land was presented in the previous financial year was \$63,077,000, based on the last revaluation done in 2017. The lots are now revalued at 30 June 2020 at their net realisable value of \$1 each.
- Road Infrastructure assets to be transferred to Main Roads WA on reclassification of a portion of Ocean Reef Road, between Marmion Avenue and the boundary of the City to the City of Wanneroo.

Financial Report
For Year ended 30th June 2020

The combined fair value of the land parcel was **\$63,077,000** based on the last revaluation done in 2017.

The lots are now revalued at 30 June 2020 at their net realisable! Value of **\$ 1 !**

Risky assumptions

1. Car parking is free along the coast unless you have a boat trailer.

To assume people would want to pay for parking while visiting the beach or to have a cuppa is a risky assumption.

Near 40% of the parking is coming from infringements and fines.

If the assumption is incorrect and the predicted income falls by 50%, it will not be viable.

OPERATING ASSUMPTIONS – STEADY STATE (2032/33)

1. Operating income (excluding escalation)

The table below summarises the estimated annual income once the marina is fully developed, with income currently assumed to be 2032/33. This shows that the City could realistically expect to achieve \$2.7m of new income. The worst case is \$2.7m which is lower based on lower GRVs and if the parking fees do not apply parking fees. The best case may be achieved if a higher fee for parking is applied and higher GRVs/rates revenue received.

Operating Income excluding escalation	Baseline	Scenario1	Scenario2	Scenario3
	Current I&E \$000s	Best Case \$000s	Realistic \$000s	Worst Case \$000s
1 Rates Income	\$0	\$2,571	\$2,251	\$2,197
2 Parking Income	\$152	\$979	\$607	\$235
3 Club & Commercial Income	\$60	\$340	\$308	\$284
Operating Income vs Baseline	\$212	\$3,891	\$3,166	\$2,715
		\$3,679	\$2,953	\$2,503

This is a high risk proposal in a Business Plan.

- Neither Hillarys nor Ocean Reef Boat Harbour have paid parking fees!
- \$372,408 from parking fees. \$234,587 from infringement fines!
- Without this income stream, even half of it, operating income will be running at a loss !
- The 34 years of debt will keep mounting up !

2. Project expenses

The City has evaluated all potential expenses for the Ocean Reef Marina project as follows:

One-off staff costs and consultancy costs until 2026-27.

Parking operations: Two new parking officers are assumed to be required to monitor and enforce car parking. There would also be infringement expenses associated with any infringements.

2. The Business Plan doesn't take into account of financial impacts on Hillarys Boat Harbour and Mindarie Marina, it's assuming there's no impact on these locations.

Submissions received from individual community members

3. It's risky assumption that it's fine to put a massive housing estate on the land that is by the ocean front. Rising sea level and coastal erosion is a real issue. Buildings have collapsed into the ocean in various parts of the world.

4. It's risky assumption to assume we will get what's in the concept plan. Developers could easily appeal to DAP and increase building heights to 20 or 30 storeys. This is happening in Scarborough and Karrinyup.

Values not been addressed or acknowledged

The Business Plan is assuming that the land has to be sold and developed in order to worth something.

It fails to address the existing value of the bushland which serves as a carbon sink addressing climate change. It absorbs noxious gas and produce oxygen, it does that naturally with very little input, unlike street trees that were planted along Hodges drive which require resources such as watering and fertilizing.

It fails to address conservation value of the land parcel which is a bush forever site.

It fails to address the land parcel serves as a natural habitat for fauna and flora especially extinction is a real crisis that we are presently facing globally. Over 600 species were counted in the invertebrate survey in recent years.

It fails to address the importance of the bushland that removes nutrients from Gnangara Mound before it reaches the ocean reducing the level of excess nitrogen that can cause algal bloom.

It fails to address cultural heritage value of the land as an Aboriginal heritage site.

It's a risky business to destroy the bushland and replacing it with greyscape which will add to climate change issues.

It fails to address the positive effect of natural environment of this land parcel on our physical and mental well being.

It fails to address potential cost and harm to the remaining bushland if the land parcel turns into 1250 dwellings with a high potential number of cats that could prey on native fauna.

Opportunity cost

This should have been included in the Business Plan.

When we look at opportunity cost, we need to look at the bigger picture and incorporate the land parcel into the picture.

If we don't put houses on the land, what else can it be used for?

It's an indisputable fact that residents wanted an improvement of the existing facilities and not a housing estate. Very few people have boats that needed penning. Boat stackers can easily accommodate boats up to 12 m long. There is no call for 550 pens.

It will save ratepayers money to downsize the development by increasing boat stacking facility and redo concept plan without boat pens.

Marine Rescue and Ocean Reef Sea Sports Club can expand on existing infrastructure.

Improve on infrastructure to enable accessway to the beach which is underutilised. It has potential to match that of Burns Beach which is a well utilised site with stairway to the beach, shower and toilet block, cafe and shared paths.

There are rooms to accommodate cafe and restaurant industry, similar to that at City Beach.

A strip of cafes and restaurants will use less than 200m of existing infrastructure on south west end.

Number of boat ramps would need to be expanded.

The land parcel could be improved and incorporate into part of cultural heritage tour. As it contains more than 20 species of bush tucker plants, Aboriginal Heritage site, West of the land parcel, we

Submissions received from individual community members

have European Heritage site and Geo-Heritage site can have full potential for tourism if look after properly.

It doesn't take much to figure which could attract tourists more, bulldoze the place and put everything in a museum to attract visitors, or to have the real deal and experience delivered via a guided tour.

The development has promised benefits in jobs. Mostly during construction phase. However, if housing estate aren't put in the development, they would have to be built elsewhere which will create the same number of jobs in construction. There are no losses in that respect if housing estate doesn't go ahead in this location.

The gain with downsizing is that boat owners get an increased in boat ramps. Surfers get their surf breaks, abalone fishers get to enjoy Jewel of the Crown abalone fishing ground, bird watchers and nature lovers get to enjoy flora and fauna. Cyclists, joggers, walkers get to use their path through the bush forever site. Swimmers and snorkellers get to enjoy the beach with a lot of other people after an improved facility. Otherwise we lost all the above in exchange for another small open space and we already have 370 parks in City of Joondalup.

Note: This submission was received from two submitters.

In reviewing the business plan for the above land transaction, the Ocean Reef Marina will likely place a heavy liability for ratepayers. On this basis, I request an independent assessment review of the business plan be undertaken prior to being adopted by Council.

This is a coastal development that should never have been approved due to the loss of amenity from the pristine natural environment and economic risks to ratepayers which will incur in the median to long term.

There are many flaws and omissions to the business plan. What is lacking from this Business Plan include:

1. An evaluation of the lost opportunities there are for both parcels of land being sold for only \$2 when they were valued at 63 million dollars in the financial asset report for 2019 / 20 financial year.
2. A fully disclosed financial justification and social impact assessment for the whole of the development, land and marine. This should have been prepared and advertised once City of Joondalup had spent \$2m as the initial, lead and only proponent of the development. This is a major breach of the Local Government Act 3.59 and lack of accountability and transparency for the community to make informed decisions on this development.
3. Independent financial risk assessment by experienced assessors in marina and land reclamation developments. See following comments why not doing this is a reckless disregard for ratepayers.
4. This business plan is required to assess the impact to local businesses from the ORM competition. Both Hillarys Boat Harbour and Mindarie Marina have not been considered and do not want the direct competition of the ORM when they have empty pens and commercial space.
5. The \$5.5million of ratepayer's money already spent on plans and studies for the development are not in this business plan because it appears more favourable to the community with scanning this business plan. This is a deliberate misrepresentation of the true financial cost and would not see a breakeven point to well beyond the 2054 envisaged. No commercial business would be able to "ignore" and extinguish this cost, it was real rate payer's money spent on a range of very expensive consultants, it can't simply be written off. This needs to be included in a revised business plan and a better deal sought for ratepayers on land price.
6. The implication from not increasing rates when \$10m (\$5.5m spent so far and not included+ \$4.5 required) of ratepayer's money is spent to get the ORM to a stage of realising revenue. Are services and jobs to go or will City of Joondalup eat into reserves or sell more green space?
7. Ratepayers and the community need this to be included in the business plan before it can be endorsed for the major land transfer.

Submissions received from individual community members

8. The loss of jobs from those whose livelihoods including the Abalone industry who depend on this reef.

9. A full cost benefit analysis rather than a selective one as in this business plan which misleads the public.

10. The business plan does not assess the financial implication of losing our nearby natural assets for tourism, health benefits, cost to residents having to go elsewhere to find areas for this recreation, protection of the coast from coastal processes:

Thank you for the opportunity to provide comment on the land transfer Business Plan.

Note: The following comments were received from three submitters.

- This business plan is an onerous economic burden and liability that I want you to reject on behalf of myself, my family and all ratepayers and taxpayers.
- You have never divulged the total extent of environmental destruction this marina housing estate would cause. The business plan does not either.
- The Tonkin Government in 1972 proclaimed Marmion Marine Park to stop the continued coastal development because the local impacts of dredging and blasting are not in fact local but widespread with future cost implications.
- Today with our better understanding of these environmental implications we know the coastal processes can never be accurately predicted. Numerous coastal development projects in WA, although EPA approved have demonstrated how unintended environmental consequences place a massive financial burden on tax and ratepayers. We should not be building on the coast and a reef.
- What has not been provided as ratepayers is a fully disclosed financial justification and risk assessment for the whole of the development, land and marine and what the lost opportunities are for the parcel of land being sold for only \$1.

The business plan does not fully realise what we are losing or put a dollar value on the environmental and social losses you expect us to incur.

The picturesque cliff backed beaches,

- World class snorkelling reef,
- 2 surf breaks,
- richest abalone reef,
- habitat for birds and animals,
- Scenic shared path
- our cultural identity
- fossilized rocks that are an analogue of climate change

are irreplaceable assets for Joondalup, attract tourists and keep us local.

It was described as bush forever 325 but in 2000 it was classified as class A reserve for conservation.

- Your City of Joondalup Biodiversity Plan says Joondalup has over cleared. You signed an international treaty in 2008 as a global city to protect biodiversity.
- The Coast adapt program[1] is a federal initiative that considers climate change assessing the potential inputs and consequences of coastal developments. The City are aware that the CHRMAP has identified the development area and adjacent zones as at risk from inundation due to sea level rise/ storm surge events. Although claims are made that environmental cell-based studies have been conducted, it's clear that the level of investigation warranted for this project has not been engaged.
- We are witnessing the destruction of what we love in Joondalup. We are extremely disappointed by the misdirection and marketing ploys used by council and its associated partners (Development WA).

Submissions received from individual community members

- Users of the coast at Ocean Reef were consulted in 2018 on how we valued the coast and how you should manage it for us. The community said in the Coastal Values survey that we wanted the coast for recreation over development.

- You let DevelopmentWA continue with this development. The community said no in 2002 but you went ahead planning for a marina until a survey was crafted for the result you wanted.

The roads and public open space that City of Joondalup are having to maintain at the marina is barely enough playground for the 3000 new residents of the canal housing development (ORM) but you are asking all ratepayers to bear the cost. For the next decade there will be little in the way of rates so revenue to slightly offset the maintenance costs are from 2 streams, 1. carparking 2. a 5-fold rent increase from the 2 local clubs.

- This business plan relies on a 5 fold increase in rent from the 2 community clubs, Ocean Reef Sea Sports Club(ORSSC) and Returned Services (RSL) It's assumed that Whitfords Sea Rescue as a DFES entity will also be a tenant and be required to accept this level of rent increase.
- ORSSC will be relocated away from the water to near Ocean Reef Drive. How is this club anticipated to grow with the same number of boat ramps and a location away from the water?
- The 2nd stream of revenue is carparking. The mayor and majority of councillors did not know the current state of carparking fees at Hilary's boat harbour or the present Ocean Reef boat harbour. City of Joondalup said that boat trailer parking will now be controlled by the marina manager, Department of Transport, not City of Joondalup. So where will most carparking fees come from, fines?
- A further \$4.5million has to be spent on public open space infrastructure including parking meters before revenue flows from parking fees. Are ratepayers expecting a rate increase for this? How can you honestly expect to Activate this location if you charge for car parking Please note, paid parking at both Hilary's and Ocean reef today is ONLY for boat trailer parking. If normal car parking fees were introduced at Hillarys the already strained addressable market for business there would be further strained.
- You have spent \$5.5million already on plans and studies for the development. You did not have to include this in the BP which you haven't, but this is a deliberate misrepresentation of the true financial cost and would see a breakeven point well beyond the 2054 envisaged. No commercial business would be able to "ignore" and extinguish this cost, it was real rate payer's money spent on a range of very expensive consultants, it can't simply be written off.
- The studies for the breakwall that you have commissioned for the EPA assessment are insufficient for me to take on the liability for the uncertainty building a huge breakwall will cause and the cost it will impose to maintain. Surely the land transfer should include these cost considerations!
- The length of time this marina will take to construct and the lack of any proven or validated demand for pens is concerning. The likelihood is that a small number of pens (possibly around 50) could be constructed to attract early lessees. Unfortunately, until hundreds of pens are occupied commercial marina services including, lifters and fuel bowsers won't be cost justified. This will mean that the small number of penned vessels and the early stages of little or no residences constructed will make this location a nightmare for security and anti-social behaviour falling on council and DOT to run 24x7 security operations.
- I am particularly concerned of the impact to Mullaloo beach with the Beenyup wastewater outfall hitting the huge breakwall and directing the pollution on to this beach and into the marina entrance.
- I am concerned of the altered sand flow, the changed wave action and rips at Mullaloo Beach if protective rock groynes have to be constructed. Where in the business plan is an allowance for remediation cost?
- There are very few marinas you can swim in. This marina has Australia's 6th worst nutrient polluted wastewater outfalls with the first diffuser only 300-400m from a huge breakwall.

Submissions received from individual community members

- How will a polluted ocean pool and little public open space effect carparking revenue for the city?
- Where is the ongoing data and analysis for the nutrient pollution of the groundwater outflow into the marina over and above the small number of bore samples taken?
- Why aren't the associated remedial costs in this business plan?
- The 2019 -2020 WaterCorp sampling at Beenyup showed 2 days of chlorophyll levels above acceptable. With predictions of increasing water temperature, less diffusion for the Beenyup wastewater because of an enormous breakwall, we may not be able to swim at Mullaloo beach on the hottest days let alone the marina. It is easy to ban swimming, but the sea life can't escape as we have seen in Cockburn Sound with algal blooms. Are there remedial costs in this business plan?
- Are we to lose our fishing ground to algal blooms also? This risk should have been considered in a risk benefit analysis in the business plan. Why are you using a residential street as an entry exit into the marina when you have wasted money up grading Hodges Drive and Ocean Reef Road [both not residential streets].
- The huge breakwall will be built on the 43-year-old Beenyup outfall pipe. WaterCorp have said it is your responsibility not to damage it. This is a huge liability I do not want to accept with even the best studies which I don't think have been done, cannot predict what might happen here. Why has this risk not been assessed and predicted costs published in the business plan as a scenario?
- In 2002 you wanted a commercial return on your investment for buying 45acres at Ocean Reef for \$500,000 in 1979. This business plan should be cost neutral, we insist on a land sale price to realise this and reduce our burden for decades to come. Do not sell the 11+ha for \$1.
- Lastly it is disappointing you pay your respects to traditional owners past and present but you are condoning the desecration of the best remaining example of their traditional way of coastal living and mobility, tribal hunting and gathering grounds, ceremonial and sacred coastal limestone cliffs just because it did not have a registered site on it. If we are to preserve the Aboriginal culture, we need to preserve Ocean Reef now.

I support the decision of council to transfer the above land to The State of WA and would encourage all aspects of this long-awaited development.

Congratulations getting this far.

I have read the document and believe we are on the right track.

Think the project is achievable

Note: The following comments were received from 14 submitters.

I wish to support the transfer of the whole of lot 1032 and portion of lot 1029 to the State of WA as required to for the progressing of the marina development in line with community expectations and the original version for the development.

As a resident of Joondalup, I object to the business plan in its entirety. I believe that it is not in the best interests of the residents of Joondalup to be responsible for any aspects of the Ocean Reef Marina development in its current form. With many aspects of this development now in the control of Development WA and by their own admission, the majority of the development being financed by private investors, we have no real control of this development and therefore should not be in anyway responsible financial or environmentally. I believe that the Joondalup council, who have already used 5.5 million dollars of our own rates, need to begin proceedings to regain control of this development and return it to its original concept of a 'marina upgrade.'

Below are some examples of the lack of surety presented to the residents of Joondalup in this business plan and the absence of environmental risk factors that are clearly evident in this concept plan.

Example 1.

"Operating surplus/deficit: Recurring impacts, including depreciation, should be no worse than zero once the Marina is fully developed. This is measured by comparing the estimated future impacts to the existing operating deficit of the Ocean Reef Boat Harbour (currently approximately

Submissions received from individual community members

\$100,000pa). • Cashflow impacts: The 50-year cashflow impacts are zero or positive when compared to baseline. This Plan does not contend that the financial projections will come to pass exactly as forecast.”

This statement is vague and does not in any way suggest that financial gains will be made. “No worse than zero”, indicates there is a likelihood of zero surplus. The final statement suggests that even zero surplus is not guaranteed. It also stipulates this judgement of no less than zero is likely once the marina is fully developed. This which will be years into the future. There are many broad statements like this throughout this plan.

Example 2

“Specification of the civil infrastructure (lighting, roads, paths, drainage) and the final specification of the parks and public open spaces. • Useful life of assets and utilisation, wear and tear of public assets. • Rates assessments of the residential and commercial areas by the Valuer General. • Application of public parking fees. • Economic and market factors. • Phasing of development and market take-up of private areas.”

What is not included is the environmental cost associated with the loss of the dune system and impact of the degradation of the Marmion marine park and effects on Mullaloo beach?

The 2020 UNEP synthesis report is titled: “Making Peace with Nature: A scientific blueprint to tackle the climate, biodiversity and pollution emergencies” and is based on evidence from global environmental assessments.

UN Secretary Antonio Guterres states:

Governments must reflect nature’s true value in our policies, plans and economic systems.

This has not been considered in this business plan.

- The cost environmentally to the coastline over the next 25 to 50 years, with a development of this size needs to be factored into the potential financial loss overall. Costs of erosion measures both North and South of the development, exacerbated by the 2km sea wall as indicated in the EPA report.
- The social cost to the health and wellbeing of residents with the loss of natural bushland and the degradation of the Marmion marine park.
- The increased effect of climate change, pollution, and biodiversity on the population.
- The loss of tourism from those seeking a natural experience along the unique cycle path through the natural environment.

Example 3

“The realistic scenario assumes a positive financial outcome of \$277,000 per annum with the worst-case scenario resulting in a deficit of \$137,000 per annum. It should be noted that the worst case captures the most pessimistic scenario for all areas which is highly unlikely to materialise.”

The business plan does not say why the worst-case scenario is highly unlikely and this is an important missing feature as it is clearly opinion based and not backed up with factual information as to why the worst-case scenario will not occur. To even suggest a worst-case scenario means that there are factors that would create this result and it needs to be clearly outlined what these are and why these are unlikely.

Example 4

6.4 Joondalup 2022 recognised the Marina project as an “essential catalyst for regional tourism development and the provision of diverse housing and accommodation options”. Joondalup 2022 also states that “the benefits that it [the Marina] will bring socially, economically and environmentally to the local and regional community is what will drive the City to continue pursuing the project into the future”.

How is this beneficial environmentally? This needs to be clearly outlined.

Submissions received from individual community members

The loss to the residents of snorkelling, abalone fishing, bird watching and nature walks as this area becomes a housing development needs to be put into loss of value to this area.

Again, from the UN Secretary Antonio Guterres:

“Governments are still paying more to exploit nature than to protect it.”

And this is clearly true in this case. The council is attempting to re green Joondalup due to over clearing with the Your Leafy City initiative while taking out what biodiversity we have left in a dune system and a reef ecosystem.

What needs to be factored into this business plan is the environmental damage and loss of biodiversity that will cost far more than the total cost of this marina development.

Note: The following comments were received from 442 submitters.

I wish to support the transfer of the whole of lot 1032 and a portion of lot 1029 to the State of W.A. on the proviso that the City of Joondalup accepts a management order of the new ORSSC Club site and remains the Club landlord in perpetuity. Also on the condition that the marina is developed in line with community expectations and the original vision for the development.

In section 6.1 the plan States existing services/amenities (managed by the City) to the community are:

- eight boat launching ramps
- car and boat trailer parking
- public toilets
- Ocean Reef Beach Park
- dual use path.

However, you have not mentioned

- Fish Cleaning station (1)
- Trailer Boat Wash-down facilities (3).

These facilities are used regularly by the 9000 registered trailer boat owners in the City. In conversations with Development WA they too have not made provisions for these facilities.

Furthermore in section 6.1 the plan states:

The Marina will significantly enhance and improve on the above services/amenities through the provision of:

- coastal pool and family beach
- 12,000sqm retail and commercial floor space
- 550 boat pens and 200 boat stackers
- eight boat launching ramps and associated boat trailer parking
- landscaped major open spaces including event and community areas
- public walkways and waterfront promenade
- residential – apartments, single residential dwellings and mixed-use developments.

However, in discussions with Development WA, they have told us they have yet to make any plans in regard to the “significantly enhancing and improving” the boat launching facilities other than increasing the parking bays. This is despite there being no extra space for the trailer parking being provisioned for in the current plans. They are not improving the launching jetties at all but utilising the exact same ones. Australian Marina standard states there needs to be 40-50 trailer parking pays per launch ramp. On sunny days cars are parked all the way up and over Ocean Reef Rd, is this planning for the future or more of the same boat launch mayhem found at Hillarys and Ocean Reef Marina currently?

Currently I pay \$200 a year to park my boat trailer at Ocean Reef Marina, it's \$11 to park for a couple of hours or all day, surely more trailer bays means more revenue for the City?

MAJOR LAND TRANSACTION BUSINESS PLAN



Submissions received from individual community members

Please adjust your plan to reflect ALL of the existing services and amenities as outlined above and be more specific on how the Marina will significantly enhance the services and facilities for trailer boat owners in Joondalup City and surrounding areas.

Here's to making this a 'World Class Marina' for ALL users including the many registered trailer boat owners (and Marina parking fees payers) in the City of Joondalup.

As the Ocean Reef Project has been ongoing for many years and has been sanctioned to continue the "sunk cost" argument that such costs should not be considered is invalid. The \$5.5M plus costs incurred by the City of Joondalup were essential project costs for work to get the project to that stage where Development WA has taken it over.

Development WA should therefore reimburse the City for those costs plus interest.

The land is a separate issue. The City has freehold title to the land and should be considered as an owner who can sell or not sell the land to Development WA. Any impartial analyst would regard the City as they would a private or commercial owner. As Development WA needs the land for the project it should pay the price that any Government agency would have to pay to resume the land. The value of the land is its value to the project. Is the project feasible without the land?

The land is obviously worth more than \$1 and a revenue stream from a Boating clubhouse and parking fees. The key question is what would a commercial owner demand as the price for the sale of the land? Any legal resumption process would consider the land's valuation to the project not just its potential under current zoning and determine a fair price.

The City should be trying to get the best possible price for its assets not handing over valuable land in an unfair bargain.

The City will get rates revenue anyway and be responsible for infrastructure maintenance on completion. The City should not have to pay for the infrastructure. The Project should install all infrastructure and hand it over to the City to maintain.

The business plan is flawed and an exercise in justifying the desired outcome rather than being an impartial analysis.

The bottom line is that in this deal the City is short-changing its stakeholders by many millions of dollars.

I am very concerned for the viability of the proposed Ocean Reef marina.

An external financial review of the proposed marina was supposed to have taken place however to my knowledge this has not been done and as such I strongly feel the disposal of land should not be undertaken.

The City of Joondalup owes it to the rate payers to follow through on its promise to engage an external financial consultant as ultimately, we will be the ones footing the bill for a failed project. The local community will also be losing out on the current boat ramp facility's, suffering the earth works and possibly loosing value in our properties.

From the City of Joondalup's own financial projections and the current state of the two existing nearby Marinas I see very little chance of this development offering the local community any benefit outside a few extra coffee shops and the privilege of paying to park here.

I would be in favor of seeing some type of development take place at this location and I'm sure a restaurant, cafe, bar in this area could do well and bring in some income for Joondalup without losing the existing infrastructure or requiring the enormous development involved with the current plan.

In summary, please complete the promised financial review before handing over valuable land parcels to developers and negatively impacting local residents .

It is shocking to hear that COJ is transferring 2 blocks of land for \$1 to Development WA which includes valuable bushland and rich abalone ground.

MAJOR LAND TRANSACTION BUSINESS PLAN



Submissions received from individual community members

Business Plan also tells me that it will break even by 2054? 34 years of debts for the council to deal with! Will that include hefty rate rises by COJ?

The two streams of revenue are \$607,000 from car parking and \$300,000 rental income of from Sea Rescue and Ocean Reef Sea sports Club. How much will that cover?

Then there is the problem with the number of boat ramps. After 15 years of waiting there will still be long queues to launch boats. Is this an improvement? NO.

Marina on your plan will have 750 boat pens. However, looking at Hillarys and Mindarie there are plenty of vacancies in their marinas since there is no demand for it. The average person doesn't need such facility. This will only serve a minority in exchange for the loss of first-class abalone reef, surf breaks, bush forever, beautiful snorkelling beach and popular shared path will all be lost, not just for the people of Joondalup but also for visitors.

At the moment, parking is free unless I come with a boat trailer. Since COJ will be so debt-ridden that it will try to find all sorts of revenue to rake in the money. Looks very much like there will be charges for parking once the development has gone ahead.

I sincerely hope that you will make the right decision for people of Joondalup, but more importantly for the environment. Once it is all dug up and dredged it is will be gone for good.

Please consider the points below as a submission in respect of the City of Joondalup Business Plan for Ocean Reef Marina:

The issues I raise below indicate a high to extreme level of risk for the City and I therefore have serious concerns over the merit of the development proceeding without proper and adequate financial assessment and it is why I am recommending the Business Plan in its proposed form is avoided and the land transaction declined.

1. Financial data:

The financial data is insufficiently detailed to allow any qualified scrutiny. There is no excess expenditure over income sufficient to warrant the City undertaking the financial risk.

In simple terms, an analysis of line items of income and expenditure ought to be provided for one year. Ordinary people should be able to understand the representations made to the public. I suggest the City will need to establish reserve accounts and make departmental allocations, as they do annually as part of normal business, so the Business Plan data need not present the data obscurely. I suggest an annual estimation and then a 25-year projection following.

Income:

Rates ... 1200 residential properties \$

Rates... 20 commercial properties \$

Rates... boat pen head lessor \$

Other income such as parking fees, parking and other infringements, food vendor leases

Less expenses:

Utility services eg lighting, waste etc. per item of income \$

Infrastructure component maintenance eg footpaths, roads, parks and gardens, boardwalk \$

Staffing \$

Management plans \$

Management fees \$

2. What is the whole of the area included in the Business Plan?

It is of concern that the City's Frequently Asked Questions information sheet states on the one hand

Submissions received from individual community members

“As the relevant local government, the City will be responsible for the operation and maintenance of all public areas and civil infrastructure east of the revetment walls (Figure 4 of the Major Land Transaction Business Plan refers)”

and on the other hand, it states

“The land to be transferred is the whole of Lot 1032 and a portion of Lot 1029 at Ocean Reef. The attached site plans show the land portions that will form part of the development. The Business Plan relates only to the portion of City owned land required for the development.”

The statements read together are ambiguous and do not provide confidence in the substance of the plan. Is it the whole of the land to the east of the vestment walls that the City has included in the business management plan, or only that portion pertaining to the Lot components?

3. What comprises future management responsibility?

It is not clear to an ordinary person; what responsibilities are included with future management of the Marina. I believe in order to assess proper management responsibility for the Marina, a costed maintenance plan is required that includes:

a) costs of maintenance, dredging (including dredge spoil treatment-disposal and management), environmental monitoring and management (including contingency management strategies) to be implemented if environmental quality objectives are not met, and maritime structure maintenance.

b) sources of funding; and

c) obligations of the developer, the State and the City.

It is my view the State needs to take responsibility for ongoing management of the channel because without sound income in excess of expenditure the ongoing management responsibility is well beyond the City's financial and workforce capacity. It would be wise for the City to re-evaluate the transaction because it is not impossible for a local government to go bankrupt.

4. Preserving the health of the Marina

The City of Joondalup and the people of Perth expect the health of the Marina to be central to the ongoing use of the marina. Such health benefit needs to meet local community values and result in significant economic benefits for the region through local tourism, commercial and recreational activities.

The following values may be reliant on the condition of the waterways, the entrance and navigational channels. These estimations are not included in the Business Plan, so a proper assessment of the Plan's strengths, opportunities, weaknesses and threats are not assessed, for example:

\$?? million in annual expenditure on recreational fishing activities;

\$?? million in annual expenditure on boat maintenance and operations;

\$?? million in annual revenue generated through storing boats;

\$?? million in annual catch from commercial fishing;

\$?? million in annual tourism expenditure;

\$?? million derived from the value of commercial fishing licenses.

5. Pre-development expenses

The pre-development expenses have essentially been absorbed by the City. The Business Plan specified \$5.5 million. However, I suspect the City has not taken into account other historical expenditure such as its development of the existing bike path, road network, electrical, water and gas services, planting, kerbing, security, signage, funding sources, asset replacement and depreciation amounts.

Submissions received from individual community members

I believe the City has a duty to its existing ratepayers to seek recompense for those historical values from the State in the value of the land transfer. I do not believe transferring land for \$1 to offset 11 hectares of public infrastructure is a fair exchange.

6. Environmental management

Does the plan include establishment of Management plans relevant to dredging and soil disposal management, impact of acid sulphate soils and dewatering on remaining bushland, construction environmental management and neighbourhood foreshore management? They are not itemised or referenced in the Plan.

The plan appears to be missing allowances and assurances made for adaptation strategies to ensure ecological resilience in respect of the offset habitat, the remaining habitat and any such further risk to ecosystem health which will limit the ability of the Marina to respond to the future challenges being faced by climate change and the alteration of a natural environmentally balanced eco-system.

There is also no reference to a Bushfire Management Plan being costed for remainder of the Bush Forever site or the offset zone. Clearance of current land may represent lower risk of fire however an extreme hazard for those vegetated areas remaining occurs because of the dust and drying of the cleared land. Even on completion the proposed Marina risk is increased because the area will attract people who are unaware of their surroundings and who may cause bushfire hazard and then require assistance or direction in the event of a bushfire.

It is a serious consideration that future climate change and bushfire risk has been omitted and not been costed.

7. Orderly and proper planning

Not having a properly costed, full financial and management proposal is contrary to orderly and proper planning. The City ought to have called for a Marina Impact Modelling Assessment to be undertaken by the University of Western Australia, as other local governments have done for impact studies.

8. Risk

Given the environmental, social, economic and financial consequences at stake and the likelihood of negative environmental impacts, the level of risk to the City when viewed under the City's Risk Management Framework is rated as high (at least) to

extreme and decisions that further risk the water quality and ecological health of not only the Marina but also the established neighbourhood, needs to be seriously questioned.

Where there is such a threat of serious, potentially irreversible damage, the approach should be to 'avoid' the risk rather than 'manage' potential consequences, to ensure that current and future generations of not only residents but of wider Perth can benefit from the opportunities presented by the values and resources of the coastal plains in their natural settings.

9. Economic viability and WAPC Development Control Policy

The City should be seeking for the developer and the State to make such provision requiring them to enter into an agreement to address the long-term funding arrangements for the ongoing maintenance and asset replacement of public infrastructure associated with the marina, including the maintenance of the marina entrance and navigation channel. This would include environmental monitoring and undertaking unspecified environmental contingency measures when and if necessary.

Importantly however a requirement for the local government to be satisfied regarding economic viability of the proposal and the local government's financial capacity to meet the remaining ongoing maintenance costs as well as for the draft legal agreement(s) is a requirement under the WAPC Development Control Policy 1.8. Has this been omitted?

Submissions received from individual community members

The State will need to accept responsibility should the developer default, and also to cover long-term management, once the development is completed and the developer has left the area.

There are serious concerns with a sustainable financial model which does not place a significant financial risk on the City and community.

10. Conflict of Business Planning process with State Planning Policy

State Planning Policy 2.6 State Coastal Planning Policy (SPP 2.6) was introduced in 2013.

The objectives of this policy are to:

1. ensure that development and the location of coastal facilities takes into account coastal processes, landform stability, coastal hazards, climate change and biophysical criteria;
2. ensure the identification of appropriate areas for the sustainable use of the coast for housing, tourism, recreation, ocean access, maritime industry, commercial and other activities;
3. provide for public coastal foreshore reserves and access to them on the coast; and
4. protect, conserve and enhance coastal zone values, particularly in areas of landscape, biodiversity and ecosystem integrity, indigenous and cultural significance.

In particular the SPP 2.6 requires adequate coastal hazard risk management and adaptation planning should be undertaken where existing or proposed development or landholders are in an area at risk of being affected by coastal hazards over a 100-year timeframe.

Who will be responsible for the undertaking and cost of future preparation of a Coastal Hazard Risk Management and Adaptation Plans (CHRMAP) and who is responsible for assessment of compliance with current CHRMAP guidelines? Where has this been included in the Plan?

I am writing to reject the Business Plan for the City of Joondalup's Major Land Transaction ORM Lot 1029 and 1032 for \$1 to the state government.

I am writing in regard to the Heads of Agreement Business Plan for the City of Joondalup's Major Land Transaction ORM Lot 1029 and 1032 for \$1 to the state government.

This business plan for the transfer of 11.7ha of land for \$1 is an onerous economic burden and liability for current and future ratepayers and taxpayers.

15% of City of Joondalup residences (8% of residents) ticked the one question for the 2009 survey question for an upgrade on the existing boat harbour site but not at any cost.

We are concerned that City of Joondalup (CoJ) have proceeded with this development unaware that the consults for the Environmental Protection Agency, commissioned with our money said there would be total destruction of the richest abalone reef and all bottom living marine life inside the marina, 70m around the breakwater and 500m of the abalone reef to the north.

City of Joondalup have not kept themselves and councillors informed of the environmental destruction. (Minutes of 16 Feb 21 pg xix Questions - https://api.joondalup.wa.gov.au/files/councilmeetings/2021/CJ210216_MIN.pdf, ORM EPA Report - https://www.epa.wa.gov.au/sites/default/files/EPA_Report/Ocean%20Reef%20Marina%20-%20EPA%20Report%201629.pdf)

The Tonkin Government in 1972 proclaimed Marmion Marine Park to stop the continued coastal development because the local impacts of dredging and blasting are not in fact local but widespread with future cost implications.

Today with our better understanding of these environmental implications we know the coastal processes can never be accurately predicted. Numerous coastal development projects in WA, although EPA approved have demonstrated how unintended environmental consequences place a massive financial burden on tax and ratepayers. We should not be building on the coast and a reef.

This business plan puts no value on this Aboriginal cultural loss or value for tourism. It is disappointing you pay your respects to traditional owners past and present but you are condoning

MAJOR LAND TRANSACTION BUSINESS PLAN



Submissions received from individual community members

the desecration of the best remaining example of their traditional way of coastal living and mobility, tribal hunting and gathering grounds, ceremonial and sacred coastal limestone cliffs just because it did not have a registered site on it. The public have refuted your client driven, single focus heritage report because of the artefacts present and the existing documentation of the significance of the site to Aboriginal people including the City's own Joondalup Mooro Boodja brochure (<https://www.joondalup.wa.gov.au/wp-content/uploads/2018/01/Joondalup-Mooro-Boodjar.pdf>). You have hidden behind this non-public report to progress the development, paying Noongar people on this project in the most menial way to absolve your moral responsibility. The external mental health cost from desecration of our natural and Aboriginal heritage is not considered by our governments. These are irreplaceable assets for Joondalup, attract tourists and keep us healthy.

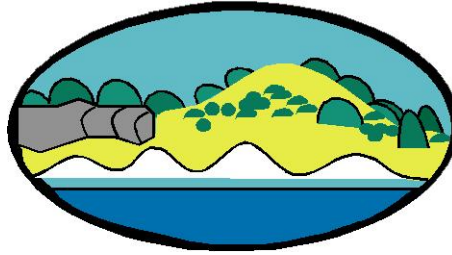
I am writing to reject the Business Plan for the City of Joondalup's Major Land Transaction ORM Lot 1029 and 1032 for \$1 to the state government.

I am highly concerned about the reckless behaviour of the CoJ concerning this massive and monumentally destructive, marina project. There are so many issues with the business plan that I am loath to list them, particularly considering they have been pointed out in Several other submissions, all of which I have read and support. This planned Marina is one of the most grotesque potential acts of environmental vandalism I have had first-hand knowledge of. I urge the city to seriously re-evaluate their business plan and update their knowledge base and conscience.

Include Sharon McArthur

Joondalup Community Coast Care Forum Inc

Joondalup Community Caring for our Coast.



Email: contact@JCCCF.org.au

ABN is 30 431 577 113

19 April 2021

Chief Executive Officer
City of Joondalup
PO Box 21
JOONDALUP WA 6919

Re: Major Land Transaction Plan – proposed disposal of Lot 1029 and Lot 1032, Ocean Reef.

This submission is made by Joondalup Community Coast Care Forum Inc. (JCCCF) an organisation established at the behest of the City of Joondalup in 2000.

One of JCCCF's objects is;

To act as a community reference group for monitoring issues and initiating action relating to the Joondalup Coastal strip, particularly in relation to conservation, recreation, development, education and culture.

The organization, therefore considers it appropriate to comment on the Major Land Transaction Plan.

JCCCF has on numerous occasions expressed its opposition to the Ocean Reef Marina development but accepts the redevelopment of the marina has commenced and therefore this submission will only address Sections 5 and 6 of the document referred to as, *Major Land Transaction Business Case – proposed disposal of Lots 1029 and 1032, Ocean Reef 1, February 2021.*

5. PROPOSED MAJOR LAND TRANSACTION

We note on page 15 of the document the statement:

During negotiations with DevelopmentWA (on behalf of the State Government), the City has sought to ensure that an adequate consideration is received for the transferred land and the City-owned infrastructure currently on site.

JCCCF believes, from the information provided, that the City has failed to present sufficient evidence and indisputable assumptions to meet this consideration.

The City has based its claim solely on predicted financial income and expenditure and fails to take into account the value of the loss of a public amenity. The Public Shared Path (PSP), the coastal scenery and the diverse flora and fauna that will be lost, all have intrinsic value. Studies today show that a person's wellbeing has a value, which is much more likely to be sustained or improved by nature than manmade structures and commercial enterprises.

While it is impossible to put a collective value on the public amenity, it should have been recognised in the documentation and taken into account when determining the sale price.

The required offset of the destroyed bushland and coastal scenery by a plot of Banksia woodland 15km outside the City's boundary (portion of Lot 51, Walding Road, Carabooda) is not a like-for-like or adequate exchange. Not a single person who previously used the PSP to walk or cycle will venture to Carabooda to walk in an area bounded by powerlines, used as a tyre dump and reportedly contains buried asbestos. If the city is serious about adequate consideration then it must,

as a minimum, sell the land for the price DevelopmentWA (or whoever) paid for the 26ha at Carabooda.

5.1 Land Transfer

Although JCCCF does not pay rates, its members, all being residents of the City of Joondalup, do and have unanimously agreed not to support the sale for a nominal fee of one dollar (\$1).

We note the portion of Lot 1029 not required for the marina will be transferred back to the City. We request that the City, as Freehold owner, finds a way (? a covenant) to protect the land from future sale and/or development.

SECTION 6: ASSESSMENT OF MAJOR LAND TRANSACTION.

6.1 Effect on the provision of facilities and services by the City

The development will not provide any more launching ramps than currently available. Therefore it is not providing any more facilities with the exception of maybe more trailer parking space and better toilets. The remainder has to be seen as a commercial and residential development at the expense of irreplaceable bushland.

The public already has access to the area of the proposed marine components via the existing road. The provision of such items as the ocean pool, boat pens, boat stacker and most of the retail space will not occur on the Lots being sold and therefore should not be considered a facility or benefit under this transaction as they can be undertaken without the land transaction.

6.2 Effect on other persons providing facilities and services in the region

The fact that the terms of the proposed lease agreement with ORSSC have not yet been determined means, unless it disbands, the ORSSC will have no option other than to pay the lease amount determined/negotiated with the City, which will almost certainly be higher than the current charge.

Even if the ORSSC pays only half the amounts shown in Table 3, this will have an adverse financial effect on the club and club members. It seems grossly unfair to inflict a greater financial burden on a small section of the community when the City could make up the short fall by selling the land for a far greater amount than one dollar (\$1).

The Business Case fails to consider the effects on the operators of other marinas and commercial developments along the coast. The City of Joondalup and its neighbour, the City of Wanneroo, already have two marinas (Hillarys and Mindarie) that are underutilised and at least one more is proposed (Eglington) within 17 km of Ocean Reef. The construction of 550 pens and a 200 boat stacker facility will only further reduce the viability of the existing and planned marinas causing the operators to increase their fees and rent.

6.3 Expected financial effect on the City

All decisions taken by local councils should be in the best interest of its rate payers, this includes financial transactions. Ratepayers expect, where possible, a return on their money and in the case where \$525,000 was spent to purchase Lot 1029 in 1979 from Ocean Reef Pty Ltd and \$29,750 for Lot 1032 in 1987 from the same vendor, the very least rate payers expect is a no loss situation. To do otherwise, the City is giving the impression that as it is someone else's money it doesn't matter if it gives it away.

The modelling shows the Realistic Case will take 34 years to achieve a better outcome than the baseline (do nothing) case. This is a very poor outcome and a project that takes that long to pay off would be scrapped in private enterprise. Therefore it is difficult to believe the conclusion in the draft Business Case presented to the Briefing Session on 9 February 2021, but deleted from the final document released for public comment;

Whilst the project may result in an operating deficit in the earlier years until the steady-state income is achieved, this need not result in additional increases to rates income for those years.

The deletion suggests an outcome of no increase, is not considered possible by the City's managers.

The Business Case states,

The on-going financial impact of the Marina on the City has been a key consideration during the life of the project.

Yet two of the most likely expenditures have not been included, even in the Worst case scenario. Any land above the High Water Mark outside the marina is the City's responsibility. Thus the cost of redistributing accumulated sand as is required at Hillarys should be included. Similarly the buildup of smelly sea wrack cannot be ignored as happens at Hillarys because the north side of Ocean Reef Marina is designated a residential precinct. The City is claiming these and other problem such as erosion, won't be its responsibility, but if it is at Hillarys how can it not be so at Ocean Reef?

A Business Case which relies on charging parking fees and fines after the one-off cost have been met, is not competitive when people can go to other beaches and coastal venues for nothing. The beaches have always "belonged" to the people and to now make them pay for access will be seen as nothing more than a revenue raiser for the City and very undemocratic.

The bushland in Lot 1029 has been neglected for decades due to the possible marina development. While the returned portion will be outside the marina development precincts, the disturbance and destruction of flora and fauna by an additional 3000 people plus hundreds of dogs and cats will require monitoring and maintenance. This is therefore a financial effect for which no provision has been made in the financial models.

6.4 Effect on matters referred to in the Plan for the Future

By steadfastly adhering to a Project Philosophy and Parameters endorsed by Council in May 2009 shows how out of tune the council is with current science and community expectations. While a number of concept plans have been produced over the last 12 years, none have been altered materially to account for processes and events caused by climate change (other than maybe to build higher seawalls) or to take into consideration the findings of the City's own 2018 Community Engagement Coastal Survey¹ which clearly indicated the public did not want development along the coast.

The simplistic financial model used fails to include expenditure for catastrophic events as recommended in CSIRO's *Final Report Striking The balance: Coastal development and ecosystem values*².

The UWA study³ released last week concluded with the statement;

We must develop and implement new solutions for large-scale coastal protection, as our reliance on conventional ways of protecting the coastline such as sea walls and breakwaters may become increasingly unsustainable to address the scale of the problem.

The only conclusion one can reach is that the City is putting its physical assets at great risk and placing a financial burden on future generations, yet not taking the opportunity to build a kitty that could be used to reduce the cost of future reparations.

6.5 The ability of the City to manage the performance of the transaction

On the monetary numbers presented the Ocean Reef Marina is a very small item in the City's overall budget and therefore not likely to impinge significantly on the City's ability to conduct business as usual. No further comment.

In conclusion, JCCCF does not support the sale of Lots 1029 and 1032 as it is contrary to its long held position against the redevelopment of the Ocean Reef Marina as set out in Concept Plan 7b onwards.

However, if the sale is to proceed, JCCCF, respectfully requests council reject the sale for one dollar (\$1) per Lot and demands a price that will significantly offset the financial burden that will henceforth be incurred by the City's rate payers, club members and the community at large.

Don Poynton
JCCCF Chairperson.

1. City of Joondalup, 2018. *Community Engagement Outcomes Report: Coastal Survey*, City of Joondalup, 180pp.
2. Russell Gorddard, Russell Wise, Kim Alexander, Art Langston, Anne Leitch, Michael Dunlop, Anthony Ryan and Jenny Langridge, 2012. *Striking the balance: Coastal development and ecosystem values. Final report*, CSIRO, Sydney, 108pp.
3. Ryan Lowe, Miichael Cutter and Jeff Hansen, 2021. Climatic drivers of extreme sea level events along the coastline of Western Australia. *Earth's Future*
<https://agupubs.onlinelibrary.wiley.com/doi/10.1029/2020EF001620>

8 APRIL 2021

**MAJOR LAND TRANSACTION
OCEAN REEF MARINA
PURSUANT TO SECTION 3.59(3) OF THE LOCAL
GOVERNMENT ACT 1995**

PUBLIC COMMENT

I have been opposed to the Ocean Reef Marina development since first becoming aware of the project with the release of a Concept Plan in 2009. I was unaware of any earlier plans to develop the foreshore reserve despite living 2.5km from the boat harbour(which I visited frequently), adjacent to the approved truck route between 1991 and 2005. Since that time all I have learned amount marine and terrestrial ecosystems, biodiversity conservation, coastal processes, Noongar and European history and culture has only increased my opposition. There is much in the current document open for public comment that simply does not make sense to me, the document does not appear to have been adequately proof read and in parts is based on inaccurate information. THE PLAN DOES NOT CONTAIN ADEQUATE INFORMATION FOR ME TO MAKE INFORMED COMMENT.

GENERAL COMMENTS

THIS DEVELOPMENT IGNORES THE LONG ESTABLISHED PLANNING PRINCIPLE THAT THE FORESHORE RESERVE IS NOT SUITABLE FOR URBAN DEVELOPMENT. PLANNING FOR THIS DEVELOPMENT IGNORED THE DECISIONS AFTER FULL ASSESSMENTS OF CONCEPT PLANS OF THE 1970'S AND 1980'S THAT OCEAN REEF IS AN ENVIRONMENTALLY AND ECONOMICALLY UNSUITABLE LOCATION FOR A MARINA.

I don't believe an assessment of the full environmental impacts has occurred. The parts of the marine component considered important by the proponent were assessed by the EPA under Part IV of the EP Act, the vegetation of Bush Forever Site 325(BF325) under Part V native vegetation clearing principles(most of which the development is contrary to). The fragmented assessment process has resulted in significant impacts to at least two endangered species, damage to geo-heritage and the ecological and social impacts of the loss of beaches, limestone cliffs and bare limestone being overlooked. The conservation values of Lots 1032 and 9000 also have not been assessed. I can find nothing to indicate that the loss of marine vegetation has been assessed under EP Act Part V, native vegetation clearing requirements, no marine fauna surveys. Burns Reef is an ecologically diverse ecosystem, not just an abalone fishery. Impacts to coastal processes assessment appears to have been based on the predicted impacts of sea level rise and other effects of climate change rather than changes caused by the development. The massive increase in breakwater size has not been assessed. Archaeologist recommended marine archeological surveys have not been undertaken.

The project being delivered by DevelopmentWA in my opinion does not meet the Project Philosophies and Parameters set out by the City of Joondalup nor does it deliver a number of written commitments made by the City of Joondalup to the community.

How is destruction of reefs and seafloor for housing even considered to be OK? Surely such a large change in planning policy should have required separate and intense

scrutiny? I don't understand how complex marine ecosystems can be sacrificed for urban infill development.

The agenda of the May 5 2009 Special Meeting states the Project Philosophies and Parameters to be "world class recreational, residential and tourism development that encapsulates high levels of environmental sustainability, community amenity and delivers economic growth and social benefit to the residents of the City of Joondalup". The anticipated economic benefits of this project do not justify the environmental destruction, impacts on threatened species, lost cultural and historical heritage, nor the lost recreational, tourism and social benefits of the site in its natural state.

There is nothing in the current plans to show the project being delivered is any more than another generic housing estate with shopping and boating facilities. There appears to be at most the level of community amenity required for the housing development component of the project. The City of Joondalup's vision of what to expect from the project that the community was led to believe is not being met. Housing estates are not tourist attractions, in the five years I was involved in the tourism I never heard any positive comments about Perth's urban sprawl. An artificial beach and pool in stagnant marina waters next to boat launching and fuelling facilities does not provide the same recreational benefits as the bushland, beaches, reef and coastal path being destroyed. The dependence on parking fees that the development profitability relies on denies low income members of the community access to the coast.

The promised high level of environmental stewardship and sustainability is not being delivered. Even before work on the project began environmental degradation, over and above that considered in the NPO, of BF 325 began with clearing in 2019 with no NVCP. There is no restoration or weed management even started in 2021. Over and above the direct impacts of the development, what remains of BF325 is being degraded by lack of weed management throughout the project area, lack of pathogen hygiene and from being covered by dust from earthworks.

There doesn't appear to be any allowance for the ongoing increased management costs for the surrounding conservation areas. No consideration of the impacts of the domestic pets of a high density urban development. The plan does not appear to include any allowance for addressing the detrimental impacts of increased human activity on the surrounding marine and terrestrial conservation areas.

Vegetation was cleared when birds were nesting and reptiles aestivating. There was no fauna management plan for clearing works.

Works on the breakwaters are ongoing when endangered Australian Sea Lions are active in the area and whale migrations are beginning. There appears to have been no consideration of underwater noise pollution impacts on marine fauna during construction and operation of the development. In the past few weeks Australian Sea Lions, now listed as endangered with a declining population, have been observed displaying foraging and breeding behaviours and hunting cooperatively with Dolphins.

Light pollution impacts on marine and terrestrial ecosystems have not been assessed. There are no management plans to mitigate impacts.

The social costs of the destruction of the natural environment and all its educational, recreational, mental health benefits, scientific research opportunities and ecosystems services values have been ignored.

Surf breaks, snorkelling locations and beaches are being lost, fishing off the breakwater and the coastal path has already been lost. This loss of recreational opportunities will have significant physical and mental health impacts on the community.

There seems to be no allowance for the increased management costs of the significantly smaller areas that will be available to abalone fishers after the most productive Abalone reef in Western Australia is destroyed. The abalone fishing season has serious negative impacts on coastal vegetation. How will the small population of endangered *Marianthus paralius* be protected from the massive increase in trampling by fishers gaining access to what is left of the reef? The Abalone fishing season appears to be a culturally significant event for large numbers of a large cross section of society.

There has been a lot of community concern about the impacts to Mullaloo beach, my concerns are for the beaches north of the development. Who is responsible for the ongoing dredging, sand nourishment and wrack management, who bears that cost? It doesn't appear to be in this document. Management of sand and sea wrack build up in the limestone cliff coastline would be far more difficult, damaging and expensive than on sandy beaches. Sea wrack is an important component of coastal ecosystems and processes, if simply removed to landfill this would deprive ecosystems of nutrients,

habitat and increase beach erosion. How will the sea grass meadows be protected from damage caused by siltation?

There were clear commitments made by the City of Joondalup during community consultations that there would be an addition to the existing conservation area, 91 hectares of the existing conservation areas are being directly destroyed, indirectly much more, there has been nothing added. There has been no mitigation of the lost ecosystem services and conservation values of Lots 1032 and 9000 as they were not zoned Bush Forever. The native vegetation of these lots provided the same habitat and ecological connectivity as BF325. The beaches, limestone cliffs and areas of bare limestone were excluded from the NPO.

On numerous occasions during community consultations, the then Mayor stated that there were no plans for paid parking, now parking fees and fines appear to underpin any profitability to the City. I remember him being almost apoplectic in his denials when a community member suggested that Ocean Reef Marina would be a residential Marina like Mindarie...the only difference I can see is that Mindarie was built on an already degraded site, Ocean Reef is not.

I was told by a representative of DevelopmentWA that the purchase of a coastal property in Seabird was underway for the offset site for BF325. Later documents indicate it was only ever the Carabooda site under consideration. I do not question the conservation values of the Carabooda site, but it does not mitigate the impacts on endangered and representative species of the coast. Seabird is the only location with similar coastal landforms that could potentially have protected critical habitat for *Marianthus paralius* and *Australian Sea Lions*.

Surely these transactions should have occurred before work began on the project? Many of the biological, geological and cultural heritage values of the land, and surrounding area have already been destroyed.

Ministerial Statement 1107 had numerous conditions that required that many plans be developed and made publicly available before ground was broken, this has not happened.

COMMENTS ON DOCUMENT(HEADINGS ARE THOSE USED IN THE REPORT RELEASED FOR PUBLIC COMMENT)

FINANCIAL SUSTAINABILITY

I haven't been able to find any documentation of consideration of the costs of many of the known risks and impacts of the project, such as (I am sure there are others I am not aware of)

- Management of sand and sea wrack build up
- Changes to the dispersal of effluent from the Beenyup outfall
- Compensation for property owners of the new properties when known risks of sea level rise and climate change occur
- Compensation to the surfing community for loss of recreational opportunities
- Compensation for future generations for the destruction of the coastal environment and ecosystems
- Compensation for future generations for the privatisation of a large proportion of the Joondalup coastline that won't be lost to climate change and sea level rise as predicted currently by the City of Joondalup.
- Costs of increased ranger services to stop the enormous impacts of the activities of a large human population in the middle of two high value conservation reserves

- Loss of carbon sequestration of sea grass meadows when destroyed by siltation(a process already begun by the plume from breakwater construction)
- Offset of carbon footprint during construction and operations. Limestone debris is currently polluting the waters of Marion marine Park, jeopardising the viability of the ecosystem and its ability to store carbon.
- The current plan has breakwaters twice as massive as that considered during the assessment process. Who is able to remediate what would be left of the reef and sea grass meadows? What would it cost?
- The future of Australian Sea Lions is even more insecure now than when the project was assessed. How can it be justified to destroy their habitat and knowingly increase the threatening processes this endangered species with currently declining population faces ? Extinction is forever and irreversible. Limestone debris is currently polluting the waters of Marmion Marine Park, jeopardising the ecosystems these endangered animals depend upon.

QUALITY ENVIRONMENT

The natural areas of the City of Joondalup, especially the coast are the most valued part of the environment by the majority of the community. The bulk and scale of the development will overshadow and dominate the whole coastline of Joondalup, it will destroy the natural landscape and highly valued coastal vistas. It also destroys one of the few places that provide city dwellers a sense of wilderness and escape from the noise of suburbia.

ECONOMIC PROSPERITY, VIBRANCY AND GROWTH

Above all this development is a conflict of values. As I see it, the proponents see prosperity, vibrancy and growth as endless consumerism and destruction of the natural environment. I see prosperity, vibrancy and growth as being impossible without a healthy natural environment. A healthy society and economy needs connection with and respect for the ecosystems that support life on this planet. Today the Earth is losing biodiversity at a rate not seen since the end of the Cretaceous Period 66 million years ago, with the best available data suggesting that we are on the brink of a mass extinction event. Humans are the cause, with our demands on nature far exceeding its capacity to provides us with the goods and services we depend on.

Plans such as this do nothing to address the biodiversity crisis we are facing. Biodiversity must be given far higher prominence and urgency in planning choices. Understanding the multiple values of nature is critical to addressing the biodiversity crisis we face. As a wealthy nation I think we should not allow non-essential development such as this to add to the biodiversity crisis. It is far more cost effective to protect existing biodiversity than to attempt to restore damage.

THE NATURAL ENVIRONMENT

The development is destroying resilience in the marine environment, coastal reserve and potentially groundwater and wetland areas through disruption of groundwater flows into the ocean.

The plans have not been adapted to changing environmental conditions.

Since the beginning of planning for expansion of Perth into the northern suburbs it was recognised that the coastal reserve was not suitable for urban development.

The impact of the lost ecological connectivity caused by the development, completely severed by the entry roads and destroyed coastline has not been addressed.

Local residents have noticed that since construction began Carnabys Black Cockatoos no longer flyover all of BF325, depriving them of far more foraging habitat than predicted by the proponents.

Bush Forever was a strategic plan for the conservation of biodiversity, not to create a supply of free land for development.

DevelopmentWA seem to have plans to further carve up BF325 with paths and lookouts, where is the additional budget for maintenance? Offset for the lost Bush Forever these will cause?

The development is completely at odds with the recently released statement from the Royal Society on 31 March 2021 titled "Reversing biodiversity loss – the case for urgent action" the full document is available at <https://royalsociety.org/-/media/about->

us/international/g-science-statements/G7-reversing-biodiversity-loss-31-03-2021.pdf?fbclid=IwAR3ot1jvyzp3F5WtRIMHLOHGUEd2tidIXasJ3KXnjlWTqSXI5s4rB3Q8aBM

A few particularly relevant quotes from the statements:

“ Biodiversity matters.

Despite clear and growing evidence, and despite ambitious global targets, our responses to biodiversity decline at the global and national levels have been woefully insufficient.

- Humans emerged within the biosphere and are both inseparable from it and fully dependent on it. Biodiversity has its own intrinsic value distinct from the value it provides to human life. For all species, it provides food, water shelter and the functioning of the whole Earthsystem. For humans, it is also an integral part of spiritual, cultural, psychological and artistic wellbeing.
- Almost every pressing issue for humanity is inextricably linked to biodiversity. Growth in global population, production, consumption and trade place increased stresses on biodiversity and the ecosystems that sustain us. Climate change dislocates species and their habitats. And the rise and spread of new pathogens (such as the coronavirus that causes COVID-19) can be linked to the loss of pristine landscapes...

The Ocean Reef Marina Development threatens locally and regionally significant biodiversity. As I have discussed in other parts of this comment that the full biodiversity impacts of the development have not been assessed.

3.1 I DO NOT BELIEVE THIS DOCUMENT CONTAINS SUFFICIENT INFORMATION TO ALLOW ME TO MAKE AN INFORMED COMMENT

4.2 THE PROJECT DESCRIPTION OMITTS THE IRREPLACEABLE NATURAL AND CULTURAL ASSETS OF THE SITE.

In its natural state the site represents an all too rare remnant of irreplaceable natural and cultural heritage values. It is a sadly rare glimpse into what has been lost since European colonisation of this place. It was a place to contemplate the rich Noongar culture and on rare occasions witness customary use, remember Light Horse Patrols

that protected the coast during WWII, the amazing marine and terrestrial habitats and the biodiversity they support, imagining the Tuart Forest that would have extended past Rottnest during the last ice age. The areas incredible biological diversity, rich in traditional resources; diverse fauna and flora traditionally used for food, medicines, tool making still exists. It is one of the few metropolitan reserves with at least five mammal species still extant, without the need for expensive feral proof fencing. Local teenagers surfing before school. School students engaging with, learning about and caring for the natural environment. The wonders of the marine environment. Elderly fisherman fishing and socialising every morning. The highest diversity of birds and reptiles anywhere on the Swan Coastal Plain. The cost of losing all this and so much that cannot be replaced is being ignored.

4.5 CURRENT USE

The list excludes the enormous conservation values of the site, the educational and scientific research opportunities the site provides.

The Business Case demonstrates no understanding of the multiple values of nature, so crucial if we are to address the biodiversity crisis. The plan needs to not only reflect nature's 'instrumental' value to humans but the hard to value 'intrinsic' and 'relational' values.

6.1 EFFECT ON THE PROVISION OF FACILITIES AND SERVICES BY THE CITY

How can an effective sea rescue service operate without a view of the ocean?

How does the city propose to ensure border and quarantine security? Prevent the introduction of marine invasive species and pathogens? Pollution from anti fouling agents?

6.3 EXPECTED FINANCIAL EFFECT ON THE CITY

How is it possible for parking fees to underpin the profitability to the city of this project. The then mayor repeatedly stated there was no plans to charge for parking at the development. It is particularly un-Western Australian to privatise the coast. This will deny access to low income families of the important recreational activities that are currently free. How will the City deal with the mental health impacts denial of access to the coast will have?

Is it really socially equitable to be creating state funded jobs for amongst the highest paid, most in demand workers to create free land for housing for the wealthy when homelessness and unemployment are such enormous current social issues?

TABLE 1.

1 The toilet block built in 1994 was removed around 2014 as the roof was failing. Why does this table show the value of the older asset rather than the lower value of the current temporary structure?

8 How can you claim there are 5 marine parks? The project area was excised from Marmion Marine Park, there are only three Marine Parks in the Metropolitan area.

10 where are the 87 parks?

City documents show the land was purchase for \$554,785 in the 1970's, was valued at \$63,077,000 in 2017. How is it possible for this loss not to be included in this business case?

TABLES 2, 3, 4, 5 AND 6

How were these figure determined? What are the factors resulting in the best/realistic/worst cases? There is simply not enough information to make an informed comment.

How does such a small potential return, even in the best case scenario, justify the enormous losses of irreplaceable natural and cultural assets?

6.5 THE ABILITY OF THE CITY TO MANAGE THE PERFORMANCE OF THE TRANSACTION

HOW CAN THE CITY MANAGE THE PERFORMANCE OF THE TRANSACTION WHEN IT STILL NEEDS TO DETERMINE A DEFINITION OF “PERFORMANCE OF THE TRANSACTION “

SURELY THE CITY SHOULD KNOW WHAT FINANCIALS ARE REQUIRED FOR INCLUSION BEFORE HAVING RELEASED THIS DOCUMENT?

CONCLUSION

Please reject this Major Land Transaction Plan and fully reassess all aspects of the development to ensure all impacts are taken into account. DevelopmentWA is not delivering a project consistent with what was promised to the community.

Please ensure intergenerational equity by not contributing to the current biodiversity and climate change crises. Similarly, please do not create avoidable and unacceptable environmental, social and health risks and costs for future generations to deal with.

Please protect the right of all West Australians to access the coast and reject the implementation of parking fees, other than for boat trailers, for this and any other coastal location.

Please return the City of Joondalup to being a leader in environmental leadership and adhere to the ICLEI commitments. Ensure projects in the City of Joondalup address current environmental issues and don't add to the threatening processes our environment and threatened species already face.

Please value and respect our irreplaceable natural and cultural heritage.

info@joondalup.wa.gov.au

Mr Pearson
Chief Executive Officer
City of Joondalup
PO Box 21, Joondalup WA 6919

14th April 2021

Dear Mr Pearson

Submission on Major Land Transaction, Ocean Reef Marina Business Plan, in 11.7 ha of Lots 1029 and 1032 Ocean Reef Road for \$1.

The Urban Bushland Council WA Inc. is the peak community association of more than 75 community groups with a common interest in the conservation and management of urban bushland.

We write to you regarding serious concerns over the financial, social, ethical and especially environmental implications of the proposed Ocean Reef Marina Development which includes the above land transfer.

This development will result in destruction of part of the Joondalup coast and bushland that West Australians hold dear. It disregards prevailing community sentiment. It was based on an inadequate survey in 2009 when planning had already commenced. This survey simply sought community opinion on upgrading the existing degraded boat harbour site into a marina.

But this proposal is no longer confined to the Boat Harbour site. There is now a proposed housing estate in a former Bush Forever site with over 1,250+ homes approved. There will be a loss of:

- 143ha of the 'A' Class Marmion Marine Park, the richest abalone reef in WA;
- 900m of coastal limestone cliffs;
- 26 ha of a former Bush Forever site;
- the much valued and used coastal path;
- 2 surf breaks and the surf beach.

The massive breakwall, 1.8km long, 1km out to sea, and 8m above sea level will cause unacceptable changes to natural coastal processes of wave movement and coastal erosion and deposition on the neighbouring beaches.

Over the past 40 years land clearing has transformed the northern coastal corridor, but this incredibly scenic 10km stretch between Hillarys and Burns Beach remains one of the few largely intact coastal landscapes in the metropolitan area that still supports high levels of biodiversity.¹

Yet, in 2014 the Environmental Protection Authority advised that no assessment of the loss of the significant coastal bushland of the former Bush Forever site was required to re-zone it from Parks and Recreation to Urban, in order to facilitate development. The purchase of an inland offset of 26ha effectively meant all submissions opposing this change were ignored.

Meanwhile, at Hillarys Boat Harbour (only 8.8km away) many businesses have closed and been lost. Demand has plummeted and costs have soared. This brings into question the demand and need for the Ocean Reef Marina project. The 2017 Department of Transport boating figures do not indicate the warrant for 750 boat storage units.

Pressure to 'provide jobs' should not override good planning policies and strategies which protect coastal landscapes, biodiversity and public health.

The City of Joondalup (CoJ) initiated this commercial venture of the Ocean Reef Marina development (ORM). The CoJ in its market research of 2002 indicated it wanted a commercial return on its investment of \$500,000+ for 45 acres of coastal land that was then classified as Bush Forever.

The City of Joondalup continues to claim public support for the project by quoting the 93.9% of respondents to the survey supporting the ORM.

The current business plan for the major land transaction of 11.7ha of City of Joondalup land to the state (DevelopmentWA) for \$1 places an unfair financial burden and potential liability on current and future City of Joondalup ratepayers.

This business plan omits information, which we are advised is required by the intent of the Local Government Act s3.59, as follows:

- 1) A comprehensive cost benefit analysis.
- 2) A comprehensive analysis of the benefits to the public versus **losses**, including:
 - high environmental and social value natural pristine coastal landscape;
 - area of significance to Aboriginal culture;
 - areas of recreation with nature, cycling, walking, swimming, snorkelling;
 - two surf breaks and natural beaches backed by a playground of picturesque limestone cliffs;
 - unique and colourful snorkelling reef;³
 - 40% of Perth's abalone reef for hundreds of recreational fishermen;
- 3) The implication on surrounding businesses affected by this commercial precinct. Both Hilary's Boat Harbour and Mindarie Boat harbour have not been consulted and do not support the direct competition from building the ORM.
- 4) The financial risk assessment from scientific uncertainty and lack of rigorous investigation from building on a reef and removing the marine life that protects the coast from erosion and for degraded water quality. The WA Environmental Protection Authority (EPA) assessed the City of Joondalup commissioned studies of the impacts of building this marina, but since then the breakwall has doubled in size, and many studies have been found to be overlooked by the EPA.
- 5) Provision for moving the expected sand build up on the outside of the huge breakwater. The City of Joondalup believes this is the responsibility of DevelopmentWA, but further, DevelopmentWA has indicated it is the responsibility of the Marina manager.

If the Marina manager has to take on this unknown cost, it is not clear how to establish the business case for the Marina to be a viable proposition. This non considered contentious issue raises community concerns regarding the City of Joondalup's costs to remediate unintended coastal processes and destruction that the City believed it is not responsible for. By handing over responsibility to other authorities, the City would lose control of when and how the remediation should take place.

These five significant omissions make the proposal appear much more favourable to the public.

The success of the Marina area as a place to live and visit will drive the expected revenue for the City of Joondalup. Revenue from extra rates, car parking and rent from the two community clubs will be relied on for many decades to offset the City's cost of maintenance of public open space, civil infrastructure including, roads, footpaths, lighting, public toilets, insurance and remediation.

What has not been assessed and therefore not considered as a risk to the success of the Marina are:

1. Reduced dispersal of Australia's 6th worst quality wastewater outfall next to a 1km by 2km in length and 900,000 tons of limestone and armour rock breakwater, but only 400m from the first wastewater diffuser. DevelopmentWA is still marketing the outfall being 1.6km from the ORM.
2. Water quality of the Marina swimming beach and ocean pool caused from:
 - wrack build up,
 - trapping of discharged Beenyup wastewater,
 - ground water flow into the Marina from 4 times the acceptable nutrient level and loss of ameliorating benthic sea life.⁵
3. Build up of likely unsightly algae from the high nutrient laden marina waters on:
 - the surrounding floating absorption spill pillows to protect the fake beach from accidental spills from neighbouring fuelling jetty.
 - Marina structures
 - Boats, causing less fuel efficiency and more antifoulant use within a public swimming area.
4. Building a massive break wall on top of a 43-year-old wastewater outfall pipe which only has a few years from its expected life and replacement.
5. **Removing protective coastal reef, benthic community of kelps, sea weed, fish habitat area, dunes and coastal vegetation that protect the coast from severe storms.**
6. **Removing benthic communities** of kelps, sea weed, grasses, abalone, shell fish that clean the marine waters which is particularly important as the ground water flow here has four times acceptable nitrogen levels.
7. Building in the coastal setback
 - a. **Interrupting sand flow along the coast and exposing beaches to sand depletion and erosion vulnerability.** EPA report 2014, based on the proponent's investigations, that this may result in a (m3) sediment accumulation of approximately 2000 cubic metres per year within the marina entrance and an additional 2000 m3 immediately south of the southern breakwater. This would result in a sediment deficit on the shoreline north of the proposal footprint. [maps](#),²
 - b. Impact to one of Perth's most popular beaches, Mullaloo, from:
 - i. Sand accretion causing changes to waves and currents with possible rip formation for public swimmers.

- ii. Days of beach closure from nutrient load being unable to disperse, combined with predicted warmer water causing toxic algal blooms. The 2019-20 Water Corporation's sampling at Beenyup showed 2 days where chlorophyll levels were above acceptable. This was without a huge breakwall blocking diffusion and plenty of available living organisms to consume nutrients.

RECOMMENDATIONS

1. It is strongly recommended that the land transfer should not go ahead with such uncertainty of viability and water and coastal safety of this Marina as currently proposed.
2. Further it is recommended and requested that an independent review be undertaken of the viability and acceptability of this Marina project with regard to the above matters.
3. Please consider and refer to the Attachment below which shows details of issues of concern presented by the Member Groups of the Urban Bushland Council that are within the City of Joondalup.

We look forward to the City of Joondalup's independent review and complete revision of this land transaction and business plan.

Yours sincerely



C Mary Gray
Chairperson, Urban Bushland Council WA Inc.

See ATTACHMENT below.

PO Box 326 West Perth WA 6872
Phone 9420 7207

ubc@bushlandperth.org.au

www.bushlandperth.org.au

ATTACHMENT

Heads of Agreement (between City of Joondalup and DevelopmentWA) business plan for a major land transaction

This Heads of Agreement has significant shortcomings as follows:

- 1) It is simplistic and lacking in detail which is not the intent of the Local Government Act s3.59. Thus it presents a more favourable public proposal for the City of Joondalup to pass this plan.

- 2) It differs markedly from the **March 2020 Financial evaluation presented to the Major Projects and Finance Committee and elected members**, but this Financial evaluation is not available to the public.
- 3) It has not been assessed independently as indicated would be the case in the above Financial evaluation.
- 4) There is no detailed risk assessment for the short, medium and long term.
- 5) The lack of rigorous studies gives real doubt to this ever being a cost neutral project for ratepayers of the City of Joondalup.
- 6) It relies on three streams of revenue for cost recovery of operation which risk being inadequate:
 - a) car parking fees
 - b) rent from the 2 community clubs
 - c) residential rates

a) Car parking revenue

- Will need \$4.6million to be spent on public and civil infrastructure before revenue can begin to flow.
- The Department of Transport (DoT) reported to the Improvement scheme that this was a vehicle dependent development as its closest infrequent public bus service was 1.3km away and the nearest train station is 5km away. Although there are 4700 parking bays, many will be for the 1000's of residents and workers. DoT recommended the development plan to move away from private vehicle use. If this advice was heeded, it has not been considered in the business plan as a loss of parking revenue.
- It is highly questionable that WA regulations allow a fee to be charged for beachside car parking in Perth.

b) Community clubs revenue (Marine Rescue Whitfords and the Ocean Reef Sea Sports Club (ORSSC).)

- The revenue from leases by the 2 clubs is documented as increasing from the present \$60,000 per annum to \$308,000. ORSSC current rent is \$3,758.58.
- The two clubs (possibly not for profit) are to receive new facilities away from their prime location back at the main Ocean Reef Drive. This cost is not documented.
- The Business Plan suggests commercial use of the clubs by CoJ, but this should not be included in the most realistic scenario when it has not been decided as yet.
- The figures given are questionable, and appear optimistic, inaccurate and unlikely.

c) Residential Rate Income:

- This is envisaged to be the main stream of income for CoJ in 2070.
- Joondalup has already been over cleared with only 10% remnant native bushland left¹. The preferred minimum is at least 30% to be retained by each Local Government Authority. Housing in the precious native green spaces left will not solve a cash problem for many years if at all.
- Building on a protective reef would appear to be a high risk probability.
- Residents wanted public open space rather than housing in the 2009 survey. There is hardly [enough public open space](#) for the housing development residents, let alone any area for Joondalup residents to have a picnic by the sea.

- **Community Consultation and Misleading Marketing**

- Notably, residents of Joondalup rejected the Marina in 1979 because of environmental concerns.

The [Market Research](#) for another attempt at building a Marina was undertaken in 2002 by CoJ. It stated CoJ wanted a commercial return on the 45ha of coastal land they had bought from a developer in 1979 when the marina development failed. The community had asked for this area to be protected. In 1987 the reef was protected as an 'A' class marine reserve. The Tonkin Government proclaimed The Bush Forever site 325 land was required for the development and was rezoned to Urban in 2014.

- CoJ then chose to market the development as 'world class' and to the highest environmental standards. This so called standard however, unfortunately was the Minister for the Environment accepting the EPA Environmental Impact Assessment (EIA) of 100% destruction inside the breakwall, 70m outside the breakwall and 500m of abalone reef to the north of the breakwall.

CONCLUSION

The City of Joondalup should have prepared a business plan for a major trading undertaking when their Ocean Reef Marina development reached the \$2m cost level.

Now this is the first public City of Joondalup business plan despite citizens having requested this for many years. This is an unacceptable situation of what is seen as a breach of due process by the Local Government Authority, and therefore it is requested that the development be put on hold while this is fully investigated:

- It is requested the business plan for the major land transaction be reviewed independently to consider:
 - An inclusive, non selective cost benefit analysis for the public to review.
 - The implication to businesses at the competing two nearest marinas.
 - The implication to community people who have to travel further for enjoyment and participation in the natural recreational areas that have been lost.
 - The lost opportunities of selling the land for \$1.
 - A more robust analysis of revenue expected.



The CEO

City of Joondalup

PO Box 21, Joondalup WA 6919

info@joondalup.wa.gov.au

Dear Mr Pearson

15th April 2021

Submission for Major Land Transaction ORM Lot 1029 and 1032 for \$1.

HOA ORM Business Plan March 2021

ECRA Members have considered the Business Plan as advertised for Community Consultation and would like to advise the City of our concerns in regard to this plan.

Although our Members hold deep concerns for the environmental damage that the building of the Marina and associated Housing Development will cause, we will focus our concerns on the financial implications of the Business Plan for ratepayers. We do so especially as we have found that the value of the land in question as recorded in the City's finances in 2017 was \$63M and this writing off in value must bring the whole business plan into question.

Our next concern is the timing of this Business Plan. With the bulldozers already in place, tearing the heart out of the coastal nature reserve, we feel this is all just an exercise to give credibility to a poor financial decision. One that has ramifications for all ratepayers in the City of Joondalup who will end up picking up the bill, either through increased rates, or reduced services, for a poorly understood decision rushed through by the Council. We believe that the original Memorandum of Understanding showed that no true understanding was held by the Council as to the ultimate financial implications of this project and land gift.

We call it a land gift because this business plan calls for the transfer of 11.7ha of land for \$1. This is a gift to DevelopmentWA, a commercial arm of the State Government, which will ensure that it will maximise its own profits. It is an onerous economic burden and liability for current and future ratepayers of the City of Joondalup. We remind you that the Council and the City administration are in place to serve the ratepayers primarily. Section 3.59 of the Local Government Act 1995 calls on the City when entering a commercial enterprise such as this development to prepare a business plan, before not after the event.

It has been more than a decade since just 15% of the City's residents, in 2009, ticked a survey box for an improved Marina. The community were not and are not against improvements to the existing Boat Harbour, but never envisaged that beside it the City would give away valuable land. This Business Plan provides no value to the lost opportunity of that land, not only in terms of potential sale proceeds, but also in the lost opportunity for recreational, environmental enjoyment and future sea inundation mediation.

Our concerns also lie in the lack of financial consideration given to the decimation of the Abalone Industry who fish off the Ocean Reef. This is a large industry which the City is prepared

to destroy. Where in the business plan is the compensation that surely must be paid to the fisherman who will be losing their source of income as a result of the desecration of the reef? This Business Plan also doesn't provide for the lost opportunity of recreational abalone fisherman, local divers who enjoy the reef simply for the pleasure seeing corals, fish and sea dragons and many other aquatic life so close to home gives. All of this will be lost, but it doesn't have a financial value, so has been left out of the final cost implications. It seems that the City has wilfully kept this information about the environmental impacts from the councillors, who seem ill-informed of the environmental destruction.

This Business Plan does not give clarity to the full costs associated with the breakwater development, the impact on the sand and consequent moving of large tonnages of sand from winter storm erosion and build up are not included. One of the reasons that the area was first proclaimed in 1972 as Marmion Marine Park was to stop continued coastal development because the local impacts of dredging and blasting are not in fact local but widespread with future cost implications.

Over time has come better knowledge of how systems work, and greater respect for the environment we all share, we know the coastal processes can never be accurately predicted. Numerous coastal development projects in WA, although EPA approved have demonstrated how unintended environmental consequences place a massive financial burden on tax and ratepayers. We should not be building on the coast and the reef. Just look to the recent urgent sand replenishment works at Mettam's Pool in the City of Stirling, using sand taken from Sorrento Beach.

We also find missing an evaluation of the lost opportunities there are for the parcel of land being sold for only \$1. Why is it so "unlikely" that anyone else would want to purchase this land? Has the idea been taken to the open market and tested?

Has the City considered and explained the social impact for the whole of the development, land and marine.? Shouldn't this have been prepared and advertised once City of Joondalup had spent \$2m as the initial, lead and only proponent of the development back at the start? This is a major breach of the Local Government Act 3.59 and lack of accountability and transparency for the community to make informed decisions on this development.

Where is the market demand studies showing that 750 boat pens are likely to be required in the next 30 years. The Mindarie Marina was extended many years ago but has never been at or near capacity. The boat ramp however is often beyond capacity, perhaps that would have been a better option for the community, greater access to boat ramps and parking for smaller trailer sized boats. But in this plan this user group seems to be left out with no overall improvement to the number of ramps available.

Another group left out of consideration in the business plan are the local businesses in both Hillarys' Boat Harbour and Mindarie Marina, who seem to have not been considered at all. Both shopping and entertainment precincts associated with these boating areas are currently suffering enormous financial difficulty and were before the Covid19 pandemic. They do not want the direct competition of the ORM when they have empty pens and commercial space. It is a fact that anyone using these facilities is spending discretionary funds, funds that can only be spent once. If they launch their boat at Hillarys' today, they won't be using either ORM or

Mindarie today. Where is the Retail Needs Assessment to support the inclusion of retail and recreational space, such as restaurants and bars, in the development?

One of our Members was the Manager of Mindarie Marina during its extension and can attest to the lack of demand and difficulty in filling boat pens. Even now, some ten years, after construction of extra pens, the marina at Mindarie is not at capacity. The length of time this marina will take to construct and the lack of any proven or validated demand for pens is very concerning. Without a full Marina associated businesses will be difficult to attract. It will also be difficult to manage and maintain adequate security for a smaller number of pens as the cost per unit would be higher. Unfortunately, until hundreds of pens are occupied commercial marina services including, lifters and fuel bowsers won't be cost justified. This will mean that the small number of penned vessels and the early stages of little or no residences constructed will make this location a nightmare for security and anti-social behaviour, negatively impacting the interest of would be penholders. Will these additional costs fall on the ratepayer? Where are these costs considered in the business plan?

One of our biggest concerns is the \$5.5million of ratepayers' money already spent on plans and studies for the development that are not in this business plan. It might make the Business plan add up, but it is giving false information to the community. This is a deliberate misrepresentation of the true financial cost of this land gift. Just when the community will see a true breakeven point? Out in the real-world businesses are not able to "ignore" and extinguish this cost, it was real rate payer's money spent on a range of very expensive consultants, it can't simply be written off. This needs to be included in a revised business plan and a better deal sought for ratepayers on land price, one that reflects this "investment". Just where will the City find this money from? Will it come from increased rates, lost services, staff reductions?

So before the Council signs off on this "business plan" it needs extensive revision because currently it is lacking in any credibility. Before it is endorsed it needs to stop hiding from the community the true costs of this major land sale. It needs to include the loss of jobs from those whose livelihoods depend on this reef now.

It needs a full cost benefit analysis, rather than a selective one as in this business plan, which misleads the public. It needs to include the financial implication of losing our nearby natural assets for tourism, health benefits, cost to residents having to go elsewhere to find areas for this recreation, protection of the coast from coastal processes. It needs to include a value for active recreational health benefits provided by the existing infrastructure and environment, such as the world class snorkelling reef, the surf breaks, the shared path, the cultural identity of those who live and work in the area, the natural beauty that attracts tourists and locals alike. It needs to include the impacts of the destruction of the abalone reef, both its commercial and recreational use. The loss of heritage as fossils are destroyed along with our indigenous heritage that is evident to those willing to look and understand the environment. There needs to be a financial value placed on the lives of every little creature that lives above and below the waves that will be made homeless, maimed and killed as a result of the construction of the ORM, the loss of the diversity of wildlife is immeasurable but should be included.

At the recent AGM the Mayor accepted a motion to Acknowledge Country at the beginning of future Council Meetings, we certainly hope it is not just lip service for it would be disappointing that the City pay its respects to traditional owners past and present but at the same time

condones the desecration of the best remaining example of their traditional way of coastal living and mobility, tribal hunting and gathering grounds, ceremonial and sacred coastal limestone cliffs just because it did not have a registered site on it. Why does the phrase “none so blind as those that will not see” seem so apt at this time?

This business plan puts no value on this cultural loss or value for tourism. These are irreplaceable assets for Joondalup, potentially attracting many tourists, could help build local indigenous businesses and keep all members of the community local and physically and mentally healthy.

Our community is becoming more aware of the precious and perilous state of our environment and the City has shown that in producing this Business Plan that it has no real concern with the goals and aspirations of the community. By creating a financial burden for the ratepayers and allowing the destruction of the environment in doing so it fails the community. It fails to

- follow the City of Joondalup’s own strategic plans,
- align with your strategic plan or present community values by proceeding with a development just because it has been planned for 30 years
- protect BushForever 325, which in 2009 was classified as Class A Reserve for conservation.

The City’s own Biodiversity Plan highlights that Joondalup has been over-cleared. The City signed an international treaty in 2008 as a global city to protect biodiversity, yet clearing continues across the City as well as the ORM. No attempt has been made to mitigate the impact of the ORM housing development, to provide safe wildlife corridors and links to the remaining coastal dune system. Provision for these needs to be made within a revised Business Plan.

It has always been clear in any open survey undertaken that the community has wanted improved boat facilities at Ocean Reef Marina, but it has also been equally clear that the community did not want to have residential development on the site. The public open space proposed for the 3000 future residents and however many likely visitors is inadequate however, the business plan is calling on all ratepayers of the City to fund its maintenance. The business plan notes that for the next 10 years there will be little income from rates, so it will rely on car parking and rent from 2 local clubs.

These clubs currently pay according to the business plan \$60K per annum and are expected to pay a 500%+ increase to \$308K, yet recent questions at the February OCM provided a figure of approx. \$4k pa for the ORSCC. Are we to believe the figures provided in the business plan? Its credibility is waning.

The Business plan sees the ORSCC moved away from its core business location while simultaneously being asked to provide higher rent despite seeing no improvement to the overall number of boat ramps. How will the club be able to pay this increase? It seems that the 5 times revenue from the 2 clubs in the business plan could be based on a commercial venture by City of Joondalup that is undecided? Undecided, but still a useful amount of money can be found to help balance the business plan, what happens if this is never achieved?

The 2nd revenue stream is carparking fees, but only after another \$4.5million is spent on public open space infrastructure including parking meters and it would seem largely through fining users. We have never seen a business plan that suggests that the way to breakeven on a business venture is to fine your customers for using your product. That is certainly not the way to attract customers to the area, especially when parking is free at Hillarys and Mindarie Marina for visitors and minimal for boat ramp users.

We have no confidence in these forecast revenues which will be the only revenue for many years. The business plan revenue must be independently reviewed when you decide on what you will pursue and cannot be endorsed in its current inadequate form for the land transfer.

The City of Joondalup is galloping ahead with this venture despite the growing body of evidence that Climate Change and coastal erosion will impact the development, and this impact is likely before it is even completed. This is a financial risk for all ratepayers that must be addressed fully in the business plan. The level of investigation so far is too scant to ensure that the Council fully understands the potential for inundation from sea level rise or storms surges. An attitude of “she’ll be right” won’t help when homes start falling into the sea. These issues again must be fully investigated before the Business Plan is reviewed. This is not a short term prospect and must be considered well into the future, or does the City already have a plan to retreat from coastal areas?

Will the City be liable should the EPA studies it commissioned are found inadequate in the future? Will the City be liable for damage to homes from the constant movement of heavy trucks as the limestone is brought into the ORM? Why is this not in the business plan? Will compensation be needed for businesses and residents at Mullaloo Beach should the accumulation of sand expected reduce business trade or property values in the area? How much will it cost to remediate Mullaloo Beach every year? Will groynes be required, and what cost will be associated with these? On the northern side of the breakwater there is likely to be erosion, and it is anticipated that sea inundation will occur before another 100 years have passed all the way to Resolute Way. Do the costs of this appear in the Business Plan? No, well it should. These are the real costs of the sale of this land, ones that will impact the ratepayers financially and personally into the future.

Has the City considered the financial impact of the pollution in ORM from the Beenyup outfall? Effluent in the Marina will make for a loss of trade, potential detrimental health effects and environmental costs. These too should be considered in the Business Plan.

Water quality in the Marina will need to be good to attract the tourists, so ensuring it is monitored and issues are addressed needs to be part of the business plan’s risk analysis.

Why has this risk of damage to the Beenyup sewerage outfall not been assessed and predicted costs published in the business plan? No amount of marketing will ensure people will want to come to enjoy an environmental disaster such as the pipe being damaged. The cost of repair has been identified as belonging to the City, again that means the ratepayers, who have not been provided any real understanding of the potential costs involved in this business plan, will pay.

The deeper we look the more onerous and disconcerting this business plan becomes. The public is being deceived by its brevity and lack of real in-depth analysis. We suggest the City goes back to the drawing board and adequately addresses the issues we have raised in this submission. An artist's impression and a few misplaced figures such as the true costs already spent on our behalf do not make for an adequate Business Plan. If the City prides itself on being open, transparent and communicating with its ratepayers it should never have put out such an inadequate document for consideration. It smacks of a cover up, an effort to do something that should have been done a long time ago, as we mentioned earlier.

By allowing the project to proceed, by giving clearing permits and building roads the City has already created a huge economic burden for the rate payers. Should any of the groups working to stop the development be successful that burden will fall on the ratepayers of the City, but this is not a good enough reason for the project to proceed. It must be financially viable and not a burden on the ratepayers. That is yet to be proven in the Business Plan as presented for consultation. Please review this current plan and include the true costs of the ORM project so that the community and the Council can make an informed judgement. It should include all the issues above and

- confirm who will be paying for remediation of sand build up and loss from the breakwall.
- Confirm the economic implications of duplication of facilities already available at Hillarys and Mindarie on the businesses there.
- Outline the lost opportunity costs from gifting the land for just \$1.00.
- Assess the financial loss and costs for locals from not being able to access the reef and its surrounds as they do now.
- Provides a clearer and more definitive understanding of the potential parking related income.
- Reduces the financial burden and liability for ratepayers.
- Does not sell/gift the 11+ha for \$1.
- Is reviewed by an external independent financial consultant with expertise and experience in marina and reclaimed land developments, to undertake a peer review of the Business Plan with the results made available to the public as part of the Business Plan consultation process.

Yours sincerely



Beth Hewitt
Secretary
On behalf of
Edgewater Community Residents Association Inc



MAJOR LAND TRANSACTION BUSINESS PLAN

ATTACHMENT 3

PUBLIC NOTIFICATION MATERIALS

MATERIALS

Newspaper advertisement	<i>The West Australian and Joondalup Times</i>
Frequently Asked Questions	Website, Customer Service Centre, Libraries
Posters	Customer Service Centre, Libraries
E-screen image	Customer Service Centre
Social Media Posts	Facebook
Email	Community Engagement Network
Joondalup Voice & City News Articles	
Webpage posts	Ocean Reef Marina page, Consultation page, Public Notices page, DevelopmentWA website
Business Plan	Website, Customer Service Centre, Libraries, hard copy available on request

Proposal to Dispose of Property

The City of Joondalup proposes to transfer the whole of Lot 1032, Ocean Reef Boat Harbour, 400 Ocean Reef Road, Ocean Reef and a portion of Lot 1029, Ocean Reef Boat Harbour, 362 Ocean Reef Road, Ocean Reef to the State of Western Australia. The land parcels will form part of the Ocean Reef Marina development.

A Business Plan for the Major Land Transaction, proposed disposal of Lot 1032 and a portion of Lot 1029, is available for the public to view via:

- The City's website at joondalup.wa.gov.au
- DevelopmentWA's website at developmentwa.com.au
- Customer Service Centre, City of Joondalup Administration, 90 Boas Avenue, Joondalup
- City of Joondalup Libraries

The City is inviting comments on the Business Plan. Comments must be made in writing to:

Chief Executive Officer
City of Joondalup
PO Box 21
JOONDALUP WA 6919

Or by email to info@joondalup.wa.gov.au up to and including **Monday 19 April 2021**.

Please ensure comments addressing the proposal to dispose of the land parcels are clear and concise to enable them to be considered by the City.

Enquiries to: Genevieve Hunter, Senior Projects Officer via genevieve.hunter@joondalup.wa.gov.au

MAT HUMFREY
A/Chief Executive Officer



Major Land Transaction – Disposal of Lot 1029 and Lot 1032, Ocean Reef

Frequently Asked Questions

Who is developing the Ocean Reef Marina project and is it a joint venture?

The project is not a joint venture. DevelopmentWA (formerly LandCorp) is the developer and proponent of the Ocean Reef Marina on behalf of the State Government.

The State Government, through DevelopmentWA, carries all financial liability for the development and construction of the Ocean Reef Marina.

What is the City's role in the implementation of the Ocean Reef Marina?

The City's role is to assist DevelopmentWA, in its capacity as the local government responsible for the site area, to implement the project as approved by the State Government.

In February 2018 the City and DevelopmentWA signed a Memorandum of Understanding that outlines the role of each of the parties which is publicly available on the [City's website](#).

What will the City's role be in the marina when it is completed?

As the relevant local government, the City will be responsible for the operation and maintenance of all public areas and civil infrastructure east of the revetment walls (Figure 4 of the Major Land Transaction Business Plan refers).

Why is the Business Plan being prepared now?

The 2018 Memorandum of Understanding (MOU) provided that the parties would enter into a detailed Development Agreement as required to deal with the implementation and on-going responsibilities of the project. The MOU is publicly available on the [City's website](#).

Amongst other things, the Development Agreement will specifically address the transfer of the portion of the City's land required for the project.

As the transfer of the land is considered a "major land transaction" under the *Local Government Act 1995*, the City must prepare, advertise and obtain Council approval for a Business Plan for the transaction.

The Development Agreement cannot be finalised or executed until the Business Plan process is completed.

The land will only be transferred once Council has approved the finalised Development Agreement.

What is the Major Land Transaction Business Plan for?

The City proposes to transfer approximately 11 hectares of freehold land to the State Government as part of the Ocean Reef Marina development.

The land to be transferred is the whole of Lot 1032 and a portion of Lot 1029 at Ocean Reef. The attached site plans show the land portions that will form part of the development.

Is the Business Plan for the whole of the Ocean Reef Marina development?

No. The Business Plan relates only to the portion of City-owned land required for the development.

The Business Plan covers the income the City expects to receive from a fully completed marina as well as the anticipated expenditure.

Can I provide feedback on the Major Land Transaction Business Plan?

Yes. The City is inviting comments from the community on the proposed disposal of a portion of Lot 1029 and the whole of Lot 1032 to the State Government as part of the overall Ocean Reef Marina project. The attached plan shows the portion of the City's land that will be included in the marina development as well as the portion that will be retained by the City in freehold.

Comments relating to the Major Land Transaction Business Plan will be presented to Council for consideration prior to a decision on whether to approve the Business Plan is made.

MAJOR LAND TRANSACTION BUSINESS PLAN



Why is the land valued at only \$1.00?

The City sought independent external property valuation advice regarding the value of Lots 1029 and 1032 which took into consideration the various constraints on the land parcels including the designation of Bush Forever on the portion of City-owned land not required for the development.

It is highly unlikely that the City would be able to sell the land to a third party for development without the marina project progressing.

What amount has the City expended to date on the project?

Over the life of the project Council approved expenditure of approximately \$5.5 million for the development of a concept plan, studies/assessments/investigations required for planning and environmental approval, community consultation and the preparation and submission of the relevant planning and environmental approval documentation.

The City has always maintained that it did not have the capacity to implement the project and in 2015 requested the State Government to take over the project.

In September 2017, the State Government publicly announced the project, appointing LandCorp (now DevelopmentWA) as the lead proponent.

Why is this expenditure not included in the financial evaluation of the major land transaction?

The financial evaluation excludes previous expenditure and only includes future cash flows. It is a standard approach for project evaluations to only take account of future cash flows.

Nevertheless, the City acknowledges the importance of the previous expenditure and existing asset values. Hence there are comments in the Business Plan to explain that the benefits the City can reasonably expect from the development exceed previous expenditure and existing asset values.

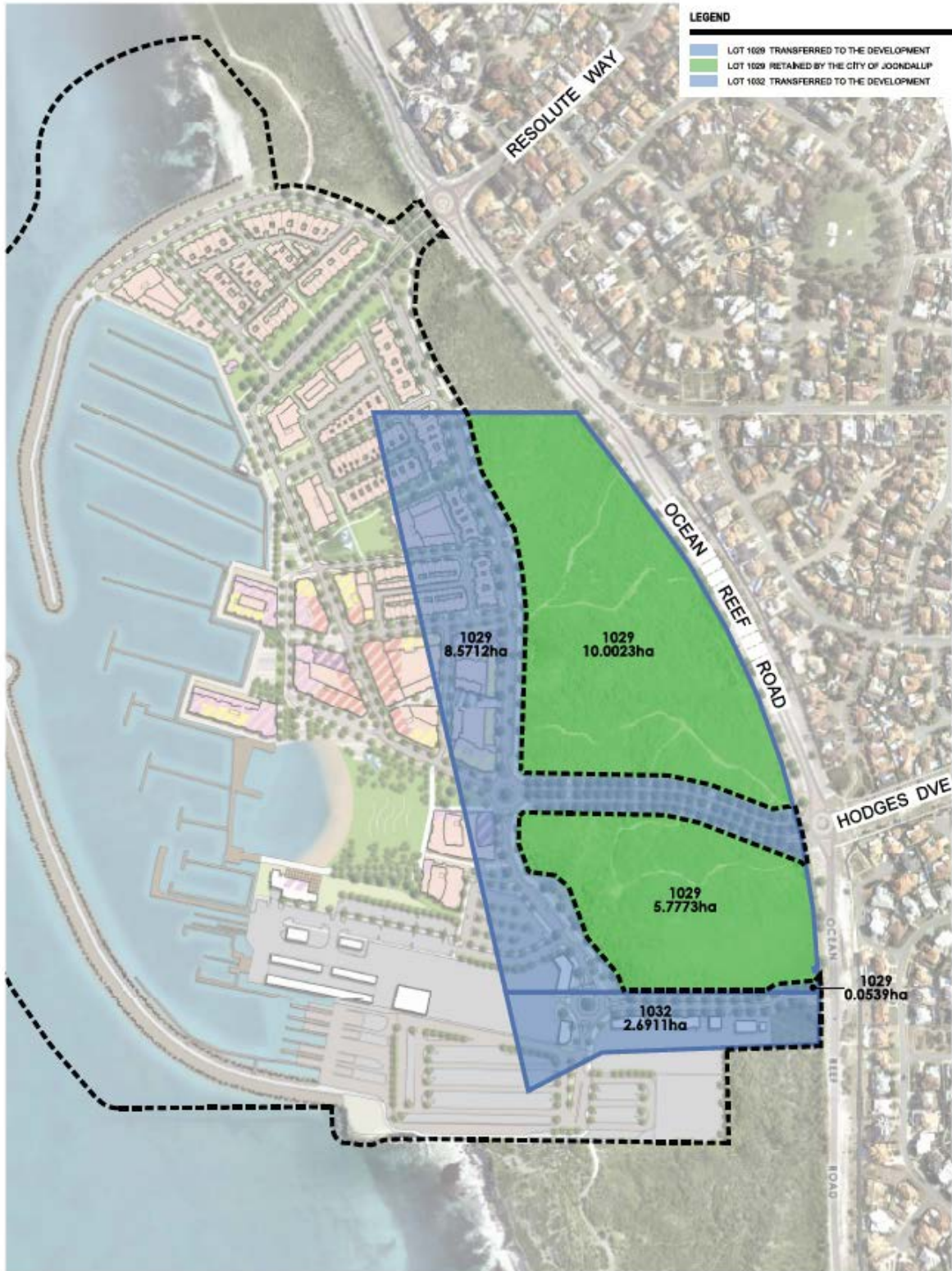
Who will be responsible for the costs involved in adhering to the conditions of the environmental and planning approvals?

As the proponent for the development, DevelopmentWA are responsible for adhering to relevant approval conditions and the anticipated costs.

I have comments to make on the overall Ocean Reef Marina development. Who should these be directed to?

DevelopmentWA is delivering the project on behalf of the State Government and any comments relating to the project overall should be directed to the Ocean Reef Marina Team by emailing oceanreefmarina@developmentwa.com.au or calling 1800 943 121.

MAJOR LAND TRANSACTION BUSINESS PLAN



Major Land Transaction Business Plan
LAND AREAS TO BE DISPOSED OF AND RETAINED

 1:10000
 0 10 20m
 Date: 17/07/2014
 Drawn: J. POOL
 Checked: J. POOL
 Approved: J. POOL
 Date: 17/07/2014

Proposal to Dispose of Property

The City of Joondalup proposes to transfer the whole of Lot 1032, Ocean Reef Boat Harbour, 400 Ocean Reef Road, Ocean Reef and a portion of Lot 1029, Ocean Reef Boat Harbour, 362 Ocean Reef Road, Ocean Reef to the State of Western Australia. The land parcels will form part of the Ocean Reef Marina development.

A Business Plan for the Major Land Transaction, proposed disposal of Lot 1032 and a portion of Lot 1029, is available for the public to view via:

- The City's website at joondalup.wa.gov.au
- DevelopmentWA's website at developmentwa.com.au
- Customer Service Centre, City of Joondalup Administration, 90 Boas Avenue, Joondalup
- City of Joondalup Libraries

The City is inviting comments on the Business Plan. Comments must be made in writing to:

Chief Executive Officer
City of Joondalup
PO Box 21
JOONDALUP WA 6919

Or by email to info@joondalup.wa.gov.au up to and including **Monday 19 April 2021**.

Please ensure comments addressing the proposal to dispose of the land parcels are clear and concise to enable them to be considered by the City.

Enquiries to: Genevieve Hunter, Senior Projects Officer via genevieve.hunter@joondalup.wa.gov.au

Major Land Transaction – Disposal of Lot 1029 and Lot 1032, Ocean Reef

The Major Land Transaction Business Plan for the proposed disposal of Lot 1032 and a portion of Lot 1029 is available for public comment.

The land parcels will form part of the Ocean Reef Marina development.

For further information and to view the Business Plan visit joondalup.wa.gov.au



SOCIAL MEDIA POST



The Major Land Transaction Business Plan for the proposed disposal of Lot 1032 and a portion of Lot 1029 is available for public comment.

The land parcels will form part of the Ocean Reef Marina development.

For further information and to view the Business Plan visit joondalup.wa.gov.au

MAJOR LAND TRANSACTION BUSINESS PLAN



COMMUNITY ENGAGEMENT NETWORK

Email

PROPOSAL TO DISPOSE OF PROPERTY

The City of Joondalup proposes to transfer the whole of Lot 1032, Ocean Reef Boat Harbour, 400 Ocean Reef Road, Ocean Reef and a portion of Lot 1029, Ocean Reef Boat Harbour, 362 Ocean Reef Road, Ocean Reef to the State of Western Australia. The land parcels will form part of the Ocean Reef Marina development.

A Business Plan for the Major Land Transaction, proposed disposal of Lot 1032 and a portion of Lot 1029, is available for the public to view via:

- The City's website at joondalup.wa.gov.au
- DevelopmentWA's website at developmentwa.com.au
- Customer Service Centre, City of Joondalup Administration, 90 Boas Avenue, Joondalup
- City of Joondalup Libraries

The City is inviting comments on the Business Plan. Comments must be made in writing to:

Chief Executive Officer
City of Joondalup
PO Box 21
JOONDALUP WA 6919

Or by email to info@joondalup.wa.gov.au up to and including **19 April 2021**.

Please ensure comments addressing the proposal to dispose of the land parcels are clear and concise to enable them to be considered by the City.

Enquiries to: Genevieve Hunter, Senior Projects Officer via genevieve.hunter@joondalup.wa.gov.au.

MAJOR LAND TRANSACTION BUSINESS PLAN



JOONDALUP VOICE

Major Land Transaction – Disposal of Lot 1029 and Lot 1032, Ocean Reef

The City of Joondalup proposes to transfer the whole of Lot 1032, Ocean Reef Boat Harbour, 400 Ocean Reef Road, Ocean Reef and a portion of Lot 1029, Ocean Reef Boat Harbour, 362 Ocean Reef Road, Ocean Reef to the State of Western Australia. The land parcels will form part of the Ocean Reef Marina development.

For further information, including an invitation to comment and where to view the Business Plan, visit joondalup.wa.gov.au. Comments must be received in writing up to and including **Monday 19 April 2021**.

Enquiries to: Genevieve Hunter, Senior Projects Officer via genevieve.hunter@joondalup.wa.gov.au

CITY NEWS

A well-used coastal path adjacent to the new Ocean Reef Marina site is temporarily being diverted to ensure the safety of pedestrians, dog-walkers and cyclists while key construction works are underway.

The diversion will extend the path across Ocean Reef Road, *avoiding on-site machinery need for the construction of the marina's new breakwaters* and allowing continued safe use by the local community and visitors.

Feedback on a proposal for the City to dispose of two parcels of land (Lot 1032 and a portion of Lot 1029) that form part of the Ocean Reef Marina development, can be done so online at joondalup.wa.gov.au.

MAJOR LAND TRANSACTION BUSINESS PLAN



WEBPAGE CONTENT

Ocean Reef Marina page

Ocean Reef Marina

Proposal to Dispose of Property

At its meeting held on 16 February 2021 ([CJ019-02/21](#) refers), Council agreed to approve the Major Land Transaction Business Plan for public advertising.

The City proposes to transfer the whole of Lot 1032, Ocean Reef Boat Harbour, 400 Ocean Reef Road, Ocean Reef and a portion of Lot 1029, Ocean Reef Boat Harbour, 362 Ocean Reef Road, Ocean Reef to the State of Western Australia. The land parcels will form part of the Ocean Reef Marina development.

The City is inviting comments on the Business Plan. Comments must be made in writing to:

Chief Executive Officer
City of Joondalup
PO Box 21
JOONDALUP WA 6919

Or by email to info@joondalup.wa.gov.au up to and including 19 April 2021.

Please ensure your comments addressing the proposal to dispose of the land parcels are clear and concise and include your name and address to enable them to be considered by the City.

The Business Plan for the Major Land Transaction, proposed disposal of Lot 1032 and a portion of Lot 1029, Ocean Reef is available for the public to view at:

- Customer Service Centre, City of Joondalup Administration, 90 Boas Avenue, Joondalup
- City of Joondalup Libraries.

View documents:

- [Major Land Transaction Business Plan – proposed disposal of Lot 1029 and Lot 1032, Ocean Reef](#)
- [Frequently Asked Questions](#)

For further information contact the Senior Projects Officer via email genevieve.hunter@joondalup.wa.gov.au.

MAJOR LAND TRANSACTION BUSINESS PLAN



Consultation Page

[Home](#) / [Organisation and Council](#) / [Community Consultation](#) / [Open consultations](#)

Open consultations

Open Consultations	Opening Date	Closing Date
Draft Yellagonga Integrated Catchment Management Plan 2021–2026	29 April 2021	9 June 2021
Review of Ward Names, Boundaries and Councillor Representation Levels	29 April 2021	11 June 2021
Draft Burns Beach Local Development Plan	21 April 2021	5 May 2021
Joondalup City Centre Place Activation Plan	20 April 2021	12 June 2021
Shaping your local community – Developing a new 10-Year Strategic Community Plan	1 February 2021	30 April 2021
Ocean Reef Marina – Proposal to Dispose of Property	6 March 2021	19 April 2021

Open Development Application Consultations	Opening Date	Closing Date
3 Roe Court, Padbury – New Grouped Dwelling	28 April 2021	12 May 2021
5 Gemini Rise, Ocean Reef – Single House (Additions)	28 April 2021	12 May 2021
55A Clontarf Street, Sorrento – New Two-storey Grouped Dwelling	27 April 2021	11 May 2021
8A Arawa Place, Craigie – New Single-storey Grouped Dwelling	27 April 2021	11 May 2021
7B Monkhouse Way, Hillarys – New Two-storey Dwelling	27 April 2021	11 May 2021
6 Fingal Loop, Burns Beach – New Two-storey Dwelling	27 April 2021	11 May 2021
2 Randell Crescent, Ocean Reef – New Two-storey Dwelling	23 April 2021	07 May 2021

Related Online Services

- [Community Consultation on Planning Applications – Submission Form](#)
- [Join the Community Engagement Network](#)

Related Articles

- [Closed consultations](#)
- [Community consultation](#)
- [Leisure planning](#)
- [Pending consultations](#)
- [Public notices](#)
- [Strategic Community Reference Group](#)

MAJOR LAND TRANSACTION BUSINESS PLAN



Public Notice page

	Public Notices Fertiliser Use Notification – 12 April to 16 April 2021 Friday 9 April 2021
	Public Notices Fertiliser Use Notification – 29 March to 2 April 2021 Friday 26 March 2021
	Public Notices Proposal to dispose of property lot 1029 and lot 1032, Ocean Reef Saturday 6 March 2021
	Public Notices Fertiliser Use Notification 8 March to 12 March 2021 Thursday 4 March 2021

Proposal to dispose of property lot 1029 and lot 1032, Ocean Reef

Related Online Services

> eNewsletter sign up

Categories: [Major Projects and Works](#)
[Organisation and Council](#)

Published on 06/03/2021

View the proposal:

[Major Land Transaction Business Plan – proposed disposal of Lot 1029 and Lot 1032, Ocean Reef](#)

Switchboard - Main Number
9400 4000
info@joondalup.wa.gov.au

DEVELOPMENTWA WEBPAGE

DevelopmentWA webpage

Public advertising of the Major Land Transaction Business Plan – proposed disposal of Lot 1032 and Lot 1029, Ocean Reef is currently being undertaken by the City of Joondalup. Visit the City's webpage for more information.

NOTE: Due to the State Government being in "caretaker mode", DevelopmentWA is not able to update their website until after the State Election on 13 March 2021. The above information will be published on Monday 15 March 2021.