



Minister for Transport; Finance

Our ref: 53-02864
Your ref: Petition No 41

Hon Simon O'Brien MLC
Parliament House
PERTH WA 6000
council@parliament.wa.gov.au

Dear Hon O'Brien *Simon*

PETITION 41 - CASUARINA BOAT HARBOUR BUNBURY

Thank you for your letter dated 14 August 2014 regarding petition 41 - Casuarina Boat Harbour Bunbury.

The Department of Transport (DoT) has not, to date, sought funding for the construction of new recreational boat pens in Casuarina Boat Harbour but is developing expansion plans for its harbour which includes significant numbers of new pens. DoT is also working with the Bunbury Marine Facilities Steering Committee (BMFSC) to more broadly develop conceptual plans for new marine facilities both on land and water in Koombana Bay, Bunbury to meet both growing regional demand and to address existing shortfalls.

In May 2012, local stakeholders formed a group known as the Bunbury Marine Facilities Alliance (BMFA) which developed a conceptual proposal for new facilities (both private and public) in Bunbury. The BMFA subsequently promoted its proposal and views on development staging, locally and through its media release on 19 February 2013.

In response to this proposal and growing community demand, former Minister Grylls approved the South West Development Commission (SWDC) to act as the lead agency in the development of a concept plan and business case for the development of marine facilities in Bunbury. This was in agreement with former Minister Buswell and BMFSC established in November 2013. This Committee, which now incorporates government representation, is tasked with further examining, and progressing, the development of new marine facilities in Bunbury. Membership of this Committee also comprises representation from BMFA, Bunbury Port, LandCorp, City of Bunbury, Department of Lands, Department of Planning and DoT. The committee is chaired by Hon John Castrilli MLA.

The SWDC presented the Marine Facilities Initiatives Plan for public comment in early 2014 and received feedback indicating positive stakeholder and community support. The BMFSC has yet to develop staging arrangements to deliver the Plan. As a key stakeholder in this project, DoT is actively working to ensure its priorities for Casuarina Boat Harbour, which it owns and operates, are recognised and reflected in the overall planning for improved facilities in Koombana Bay.

DoT recognises the need for improved and expanded small vessel facilities in Bunbury and is aware of the levels of current demand and forecast boating growth in this region.

The DoT managed Casuarina Boat Harbour currently has around 60 pens. DoT is constrained in the development of further boat pens within this harbour because of poor wave shelter. If a new sheltering breakwater at Casuarina Boat Harbour can be constructed, DoT would then be in a position to seek funding to expand pen numbers significantly. Current plans recognise the requirement for improved breakwater protection at Casuarina Boat Harbour but this may cost in the order of \$15 million.

The proposed breakwater would also benefit the Port which has lost shelter for its service vessels following the recent demolition of Bunbury's old timber jetty by the City of Bunbury. Improved breakwater shelter at Casuarina Boat Harbour and the Port remains a component of the Plan being developed by the BMFSC. It is DoT's expectation the committee will promote and seek funding for the public components of improved marine facilities in Bunbury, which will include Casuarina Boat Harbour.

The plan under development through the BMFSC comprises numerous elements with the key marine infrastructure being proposed through two separate marina developments:

1. At Casuarina Boat Harbour, through its expansion and development both offshore and onshore. This facility is under direct control of DoT, and managed through the *Marine and Harbours Act 1981*; and
2. Through the development of a separate and new private marina on the Koombana Bay foreshore.

The BMFSC has established subcommittees to look at the detailed planning for the land areas and has recently secured a consultant's report on what further engineering and environmental studies are required to progress the facility designs and approvals. The report indicates an approximate \$1 million cost to complete these studies and these funds are being sought by the SWDC.

DoT's priorities and responsibilities continue to be centred on the further development of Casuarina Boat Harbour, with a policy position that priority should be given to the development of existing facilities to meet their potential. DoT maintains a regulatory responsibility in relation to the development of private marinas.

Thank you for raising this matter.

Yours sincerely



**DEAN NALDER MLA
MINISTER FOR TRANSPORT**

18 SEP 2014