

Template

Proposal Content Document

Table 1: General proposal content description

Proposal title	South Thomson Development Barge Landing Development
Proponent name	Rottnest Island Authority
Short description	<p>The Proposal is to extend and redevelop the existing Army Groyne into a barge operations facility in South Thomson Bay at Wadjemup / Rottnest Island (Figure 1). The Proposal includes:</p> <ul style="list-style-type: none">• Dredging for the purpose of construction for a breakwater/laydown area and for a barge turning circle.• Use of dredge spoil for re-use as reclamation to create a laydown area.• Extension of the existing Army Groyne to create a breakwater.• Barge landing ramp.• Ferry berth.• Small craft landing facility.• Fuel storage and refuelling facility.• Onshore storage shed.• Upgrade to the onshore access road.• Utility service connections (water, power, communications). <p>The Proposal has a total development envelope of approximately 4.83 hectares (ha).</p> <p>The marine elements of the Proposal are located within South Thomson Bay which incorporates the existing Army Groyne and is located within the Rottnest Island Marine Reserve. The terrestrial elements of the Proposal are located within a partially disturbed area of coastal dune vegetation directly adjacent to the existing Army Groyne at South Thomson Bay. The area includes the Army Jetty Road, a toilet block, picnic area and small boat ramp for recreational vessels.</p>

Table 2: Proposal content elements

Proposal element	Location / description	Maximum extent, capacity or range
Physical elements		
Wharf and laydown area including breakwater	Figure 1 attached to this proposal content document.	<p>Indicative footprint of up to 1.13 ha.</p> <p>Breakwater length up to 130 m from the existing Army Groyne and width up to 30 m. A portion of the breakwater will use rock reclaimed from the existing Army Groyne.</p> <p>Laydown area to be reclaimed using dredge spoil material from the Proposal's dredging program and also rock reclaimed from the existing Army Groyne.</p>
Dredge area comprising barge turning basin	Figure 1 attached to this proposal content document.	Indicative footprint of up to 1.02 ha.
Onshore development	Figure 1 attached to this proposal content document.	Indicative footprint of up to 1 ha.
Construction elements		
Dredging	<p>Within indicative footprint shown on Figure 1.</p> <p>Dredge material placement within laydown area only.</p>	<p>The proposed dredge area comprises 1.02 ha and up to 16,017 cubic metres (m³) of material to be dredged.</p> <p>Beneficial re-use of dredge material through reclamation for the creation of the laydown area.</p>
Reclamation and construction of the wharf (laydown area and breakwater)	Wharf development area shown on Figure 1.	Indicative footprint of up to 1.13 ha.
Piling works	Barge landing ramp, ferry berth and small craft landing area within the wharf development area shown on Figure 1.	<p>Mooring piles (tubular).</p> <p>During winter months.</p> <p>Total of 15 days.</p>
Construction of onshore structures	Terrestrial disturbance zone shown on Figure 1.	Indicative footprint of up to 1 ha.

Temporary construction infrastructure	Where required within the terrestrial disturbance zone.	-
Operational elements		
Ongoing maintenance	There may be requirements for maintenance dredging during operations.	Undertaken as required.
Proposal elements with greenhouse gas emissions		
Construction elements: Construction of the proposal will result in a temporary increase of greenhouse gas emissions.		
Scope 1:	2,328 tonnes CO2-e	
Scope 2:	There are no Scope 2 emissions associated with the project	
Scope 3:	713 tonnes CO2-e	
Operation elements: – The total emissions from operation of the proposal over a 50-year period (the estimated life of the project) are estimated as 23,446 tonnes CO2-e. This equates to 469 tonnes CO2-e per annum from operation of the proposal.		
Scope 1:	392 tonnes CO2-e per annum	
Scope 2:	There are no Scope 2 emissions associated with the project because there is no consumption of electricity from the WA State grid supply.	
Scope 3:	77 tonnes CO2-e.	
Rehabilitation		
All public vessel moorings impacted either during construction or operation are proposed for relocation in a location determined by RIA (rather than removal).		
Where areas of the terrestrial portion of the development envelope are impacted by temporary construction works only, opportunities for rehabilitation after construction activities have ceased will be considered.		
Commissioning		
NA		
Decommissioning		
NA		
Other elements which affect extent of effects on the environment		

Proposal time*	Maximum project life	Design life shall be 50 years in accordance with AS4997-2005 Normal commercial structure.
	Construction phase	Indicatively construction would take place from 2026 to 2027, with the timeframe of construction comprising a period of up to 24 months.
	Operations phase	50 years.
	Decommissioning phase	NA

* Proponents should only provide realistic timeframes to avoid unnecessary change to proposal applications at referral (section 38C), assessment (section 43A) or post assessment (section 45C).

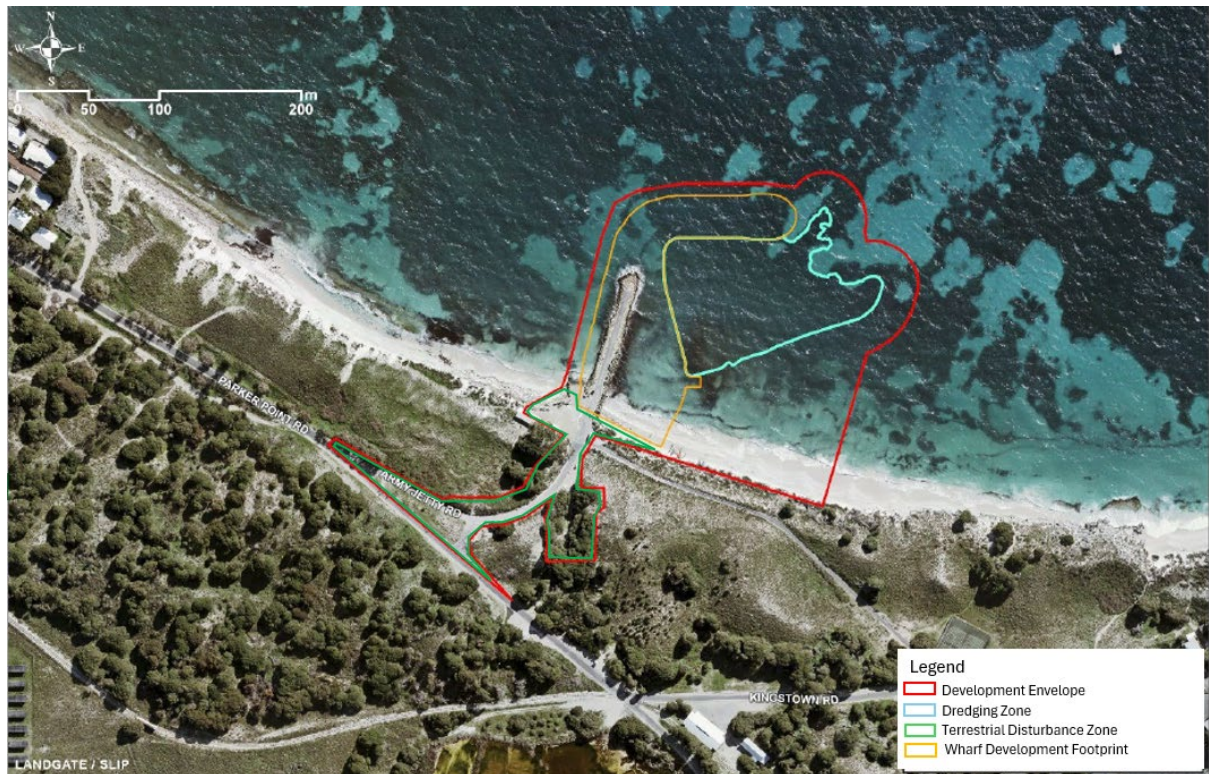


Figure 1: Development envelope incorporating various disturbance zones.