Template

Proposal Content Document

Table 1: General proposal content description

Proposal title	Broome Boating Facility
Proponent name	Department of Transport, WA
Short description	The Proposal is for the construction of a new boating facility to improve existing launch and retrieval conditions and meet future demand for recreational and small commercial vessels at Entrance Point in Broome (Figure 1). There currently exists inadequate small boat launching facilities and infrastructure in this location. The Broome Boating Facility (BBF) will provide marine and terrestrial facilities to support vessels up to approximately 10 m in length noting larger vessels (nominally 20 m) may access the facility for passenger transfers or possible jinkering for servicing or cyclone shelter. The BBF will comprise of the following elements: • Four boat ramp lanes • Two floating finger jetties • Two rock groynes, one on each side of the ramp • Detached offshore rock breakwater • Fishing platform • ~160 trailer parking bays and ~60 car parking bays • Public amenities (reticulated to the KPA wastewater system) • Multi-use marine recreation and interpretive public open space. The proposal is located on land vested with the Kimberley Ports Authority (KPA) with the landside designated as Port Reserve and the adjacent nearshore waters are within the Port Limits of the Port of Broome. Both are generally managed by the KPA, with the landside designated for harbour purposes. The existing Entrance Point boat ramps are used for launching and retrieving recreational vessels and some small commercial vessels. The Broome Wharf is located approximately 500 m northeast of the proposed BBF site and is the largest deep-water port in the Kimberley. In September 2019 the State Government approved lease agreements to progress development of the Kimberley Marine Offloading Facility (KMOF) and in August 2020 environmental approval was granted for this development. The KMOF will be located between the BBF and Broome Wharf (~350 m northeast of the BBF).

Table 2: Proposal content elements

Proposal element	Location / description	Maximum extent, capacity or range
Physical elements - Development Envelope 8.1ha and Proposal Footprint 5.5ha		
Boat ramp, parking and open space	Figure 1	Proposal Footprint 2.9ha
Rock revetments and detached breakwater	Figure 1	Proposal Footprint 2.3ha
Steel Piles	Figure 1	Proposal Footprint (0.3ha)
Operational elements - Proposal Footprint 5.5ha		
Boat launching/retrieval facility with adequate car parking facilities	Figure 2	Small recreational and commercial trailer boat traffic, together with open space area; Proposal Footprint 5.5ha
Proposal elements with greenhouse gas emissions		
Construction elements: The construction and operation phases of the proposed BBF will generate GHGs from the use of petrol and diesel-powered construction vehicles and small recreational/commercial vessels utilising the facilities, however, this is anticipated to be far less than the threshold of 100,000 t CO2-e /year. Specific construction works include; piling works (max 30 piles), rock revetment and rock breakwater construction, rock armour dumping and carpark construction (levelling, grading).		
Scope 1	Plant and Equipment: Less than 100,000 t CO2-e for all construction elements	
Scope 2	None	
Scope 3	Manufacturing of construction materials i.e. piles: Less than 100,000 t CO2-e for all construction elements	
Operation elements:		
Scope 3	Petrol and diesel powered small recreational/commercial vessels utilising the facilities	
Rehabilitation		
The BBF has been located in an area largely free of vegetation and avoids impacts to TECs and conservation significant flora. Rehabilitation within 2 years of cessation of operations.		
Commissioning		
Commissioning to be undertaken subject to operational limits.		
Decommissioning		

Removal of all above surface and buried infrastructure within 1 year of cessation of operations.		
Other elements which affect extent of effects on the environment		
Proposal time*	Maximum project life	75
	Construction phase	2 Years
	Operations phase	50
	Decommissioning phase	2 years post operations

** 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).*