



Appendix F Stakeholder Consultation Outcomes

Attachment A – Stakeholder Feedback Form

Organisation:	Department of Transport Coastal Infrastructure	Name:	Donna West/Lucya Roncevich
Phone:	██████████	Email:	██████████ ██████████
Do you have any comments/concerns regarding the proposed Onslow Marine Support Base (Stage 2) Project?			
<p>Department of Transport (DoT) is a primary stakeholder in the proposed Onslow Marine Support Base (OMSB) Stage 2 Proposal as DoT is the landowner and operator of the Onslow Maritime Facility at Beadon Creek, which the proposal is located within.</p> <p>DoT is supportive in principle of the OMSB Stage 2 proposal, but has a number of comments and concerns as it brings a number of risks to the DoT Onslow Maritime Facility, associated infrastructure and its operations. Many of the risks have been raised in previous discussions between DoT and OMSB. Negotiations are continuing with OMSB to agree adequate mitigation measures as part of the development of the seabed lease/waterways licence, although not all issues have been resolved to date.</p> <p>Key elements of comments and concerns of DoT on the proposal include, but are not limited to:</p> <ul style="list-style-type: none"> • A risk assessment by DoT of the proposal has identified risks and highlighted the requirement for a number of documents to be developed and agreed by DoT and OMSB that consider operations of the Stage 2 proposal should it be approved, impacts and ongoing management. These documents will comprise an essential reference to the seabed lease and waterways licence agreements between DOT and OMSB. DoT is continuing to work with OMSB to address these risks through negotiations on the seabed lease and waterways licence. • The proposal will modify the coastal processes in Beadon Creek. A large capital dredging campaign will be undertaken as part of the proposal and it is expected that ongoing maintenance dredging will be required. DoT has a number of concerns in relation to this component of the proposal and detailed comments are provided in the next section. Detailed discussion is underway with OMSB on mechanisms to mitigate risks to DoT. • Some elements of the Stage 2 works are unclear based on the information provided in the Memo e.g. noise impacts from pumping and location of return water discharge. Further detail on the basis of design, engineering design and proposed construction methodology is required for an improved understanding of the works, understanding of the potential impacts of the proposal to stakeholders and the environment, and as a key reference for operational and maintenance planning. DoT's understanding is that additional design information will be provided to DoT by OMSB. • Once the Stage 2 capital works are complete it is expected that there will be changes to the ongoing operations of the facility and the type of services the Stage 2 proposal will accommodate (e.g. new materials offloading and loading, workshops, lighting requirements, hours of operations). Through lease negotiations DoT is working with OMSB to understand how these revised operations will affect other facility users and stakeholders. • The proposal will have marine safety impacts on users of DoT's Onslow Maritime Facility and adjacent areas, during construction and operation of the Stage 2 proposal. DoT has been working closely with OMSB to address this concern • Feedback from other key stakeholders regarding the proposal and its impact on their operations is unknown. These stakeholders include commercial operators and users of the DoT operated Onslow Maritime Facility and adjoining area, recreational users of the Onslow Maritime Facility and local area and Onslow Salt whose operations rely on the intake of water from Beadon Creek. It is noted that this concern may be addressed through the environmental referral process as: records of stakeholder consultation will be included with the EPA referral documentation, stakeholders have an opportunity to provide formal comment on the referral and OMSB will undertake further ongoing consultation with stakeholders as the proposal progresses. 			

Do you have any comments/concerns regarding the potential environmental impacts of the project, including proposed management actions?

DoT has a number of comments and concerns in relation to the potential environmental impacts of the proposal, outlined below. At the referral stage DoT will provide and will provide specific feedback on the coastal processes and dredging concerns outlined below that are yet to be addressed in the referral documentation or through discussions between DoT and OMSB as part of negotiations on the seabed lease and waterways licence.

- The proposal will modify and impact on coastal processes in Beadon Creek and Beadon Bay. DoT has substantial concerns in relation to the coastal processes component of the proposal and is working with OMSB to address concerns directly relevant to DoT as part of negotiations on the seabed lease and waterways licence. Key areas of concern include:
 - Impacts to the training wall including scour/undermining of the rock structure and erosion of the southern batter during typical and extreme events (cyclones) as a result of changes to the entrance channel and hydrodynamics.
 - Changes to the stability of the entrance to Beadon Creek, hydrodynamics, tidal flows, sedimentation patterns and sediment transport in the area during typical and extreme events (cyclones) as a result of changes to the entrance channel.
- The Stage 2 proposal involves a large capital dredging campaign and it is anticipated that maintenance dredging by OMSB will be required. DoT has substantial concerns in relation to this component of the proposal and is working with OMSB to address concerns directly relevant to DoT as part of negotiations on the seabed lease and waterways licence. Key areas of concern include:
 - Sedimentation within the entrance channel and the requirements for ongoing maintenance dredging.
 - Altered sediment transport budgets in the area resulting from capital and ongoing maintenance dredging such as the locations for disposal of dredged material.
 - Sediment plumes from the Stage 2 capital and maintenance dredging potentially increasing DoT's ongoing maintenance dredging requirements.
 - Return water discharge from Stage 2 capital and maintenance dredging potentially increasing sedimentation in the upper reaches of the creek, requiring dredging outside of the OMSB Stage 2 dredging area.
 - Management of the maintenance dredging including volumes, disposal locations, environmental impacts, environmental management, monitoring and mitigation.
- Monitoring in the Beadon Creek and Beadon Bay area during and after the capital works will be an important tool for OMSB to allow them to manage and mitigate the impacts of the proposal. Monitoring of coastal processes is particularly important as they can be difficult to predict using modelling; it informs management requirements such as maintenance dredging and measures impacts such as scour adjacent to the training wall. In some instances ongoing management and monitoring after the capital works are not outlined in the Memo. DoT is working closely with OMSB to address ongoing management and monitoring requirements for impacts to DoT as part of its negotiations with OMSB on the seabed lease and waterways licence.
- Environmental impacts of the proposal that were assessed as having a moderate impact are detailed in the Memo. A copy of the environmental risk assessment should be provided so a complete understanding of the proposal's environmental risks can be gained. It is understood that this will be provided by OMSB in the referral documentation.

DoT has reviewed the draft Shoreline Impacts Assessment report (Baird Australia Pty Ltd, Report Number 12636.101.R1.RevB, 13/14 June 2017). DoT had a number of key comments and concerns on the Rev B report, and has communicated these to OMSB. DoT has been provided with a revised Shoreline Impacts Assessment report (Baird Australia Pty Ltd, Rev 0 report dated 2017 07 27) but is yet to consider this in detail. It is noted that previous comments may be addressed in the revised report. licence

DoT has reviewed the draft Sediment Quality Assessment report (O2Marine Pty Ltd, Report Number 16WAU-0008/1701010 Rev A, 13 May 2017). A high level overview of the key concerns and comments relating to this report is outlined below. These comments have been communicated to OMSB and it is understood that they are working to address these:

- The design and the sediment quality of the capital dredging disposal site are not clear. The contaminated status of material and potential for acid sulphate soils at the onshore disposal site should be considered relative to the design to demine if there is an environmental risk associated with 1) potential disturbance of soils at the onshore disposal site and 2) mobilisation of contaminants from the onshore disposal site in return water discharged to the creek.
- Sediment sampling, and therefore the sediment quality assessment, is limited to upper areas of the dredge areas only and a large volume of the (deeper) sediment to be dredged is not represented by the sampling. It is understood that OMSB are planning to undertake further investigations to undertaken to characterise the deeper dredge material.
- Boreholes penetrating to the Stage 2 design depth as part of a previous geotech investigation showed fines content at depth of up to 50-60%. This high level of fines has not been addressed to date in Stage 2 reporting and implications for onshore disposal (geotech, fines containment and return water management, return of fines to harbour) have not been considered. It is expected that the planned collection of additional geotechnical data by OMSB will assist in clarifying this issue. DoT recommends that the Dredging and Disposal Plan include an accurate assessment of the level of fines to be dredged in Stage 2, the issues/impact associated with onshore disposal and the strategies for mitigating these impacts.
- It should be clear that this assessment of suitability is limited to environmental quality rather than the geotechnical or engineering suitability of this material, which is not within the scope of the O2Marine report. It is understood that OMSB plan to update this within the Sediment Quality Assessment report. licence

Do you require any additional information regarding the project or the environmental studies undertaken for the project? If so please list below. If a meeting is required, please advise.

DoT has a number of concerns relating to the proposal and is working with OMSB on an ongoing basis to address these concerns. These concerns will need to be addressed in full before DoT can sign off on the proposal. Key concerns have been detailed in previous sections of this feedback form.

At the referral stage DoT will provide specific feedback as harbour manager and feedback on concerns outlined above that are yet to be addressed in the referral documentation or through discussions between DoT and OMSB as part of negotiations on the seabed lease and waterways licence

DoT Marine Safety and Coastal Infrastructure will continue to work closely with OMSB and other users to ensure its concerns with the proposal are resolved. Ongoing meetings with OMSB will be required to ensure risks to DoT operations will be mitigated and managed.

Should any of the works impact on the existing navigation aids further consultation should be undertaken with navigational safety section. Contact may be made through the following email [REDACTED]

Please note the following comments and stakeholder feedback contained in this form are high level preliminary comments only and are based on the information provided by OMSB to date. The following documentation was provided to DoT for review:

- *Stakeholder Consultation Environmental Project Information Memorandum*, O2Marine Pty Ltd, Report Number 17WU-0008/T1702018, 15 June 2017
- *Draft Shoreline Impacts Assessment Report*, Baird Australia Pty Ltd, Report Number 12636.101.R1.RevB, 13/14 June 2017 (Rev 0 of the report dated 2017 07 27 was provided to DoT on 2 August 2017, however DoT and it's experts are yet to have reviewed and considered this report in detail and update its comments accordingly)
- *Draft Sediment Quality Assessment Report*, O2Marine Pty Ltd, Report Number 16WAU-0008/1701010 Rev A, 13 May 2017
- *Draft Technical Note - OMSB Project Stage 2 Capital Dredging: Assessing potential impacts to Sawfish*, O2Marine Pty Ltd, Report Number 17WAU-0008/1702023, 15 June 2017

Do you wish to receive project updates? (Yes/No) If yes, please provide email address.

Yes, Please send proposal updates to the following email addresses:



Stakeholder feedback forms should be completed and emailed to travis.hurley@o2marine.com.au no later than Close of Business on Friday 30th June 2017.



Attachment A – Stakeholder Feedback Form

Organisation:	Chevron	Name:	Steven Moore
Phone:		Email:	[REDACTED]
Do you have any comments/concerns regarding the proposed Onslow Marine Support Base (Stage 2) Project?			
<p>Thank you for the opportunity to comment. This information was passed on to internal stakeholders within Chevron. There was no formal comment. A colleague and I have expressed interest in receiving project updates through the construction of the support base and associated channel and berth pocket. Details are provided in the answers section to the final question below.</p> <p>Again, thank you for the opportunity to comment.</p>			
Do you have any comments/concerns regarding the potential environmental impacts of the project, including proposed management actions?			
None to raise			
Do you require any additional information regarding the project or the environmental studies undertaken for the project? If so please list below. If a meeting is required, please advise.			
None to raise			
Do you wish to receive project updates? (Yes/No) If yes, please provide email address.			
<p>Yes.</p> <p>Stephen Fenton: [REDACTED]</p> <p>Steven Moore: [REDACTED]</p>			

Stakeholder feedback forms should be completed and emailed to travis.hurley@o2marine.com.au no later than Close of Business on Friday 30th June 2017.

Attachment A – Stakeholder Feedback Form

Organisation:	Pilbara Ports Authority	Name:	Brad Kitchen
Phone:	████████████████████	Email:	████████████████████
Do you have any comments/concerns regarding the proposed Onslow Marine Support Base (Stage 2) Project?			
<p>Pilbara Ports Authority (PPA) notes Stage 1 works associated with Beadon Creek as proposed by the Department of Transport in 2013 (and now complete) were provided to the EPA and deemed to be “Not Assessed – Public Advice Given” (April 2014). From documentation received (O2Marine Memorandum - 17WAU-0008/T1702018) dated 15 June 2017, a Stage 2 proposal is being developed. PPA understands comment/input provided by stakeholders will assist O2Marine in its preparation of a submission to EPA for the proposed project.</p> <p>PPA is mindful of incremental impacts and “project creep” which can be a result of a piecemeal approach to development. To this end, PPA seek greater detail in the project proposal as to the staged approach to delivering the development of Beadon Creek, and any details associated with broader masterplan approach to this site.</p>			
Do you have any comments/concerns regarding the potential environmental impacts of the project, including proposed management actions?			
<p>PPA note the current project proposal states that capital dredging material will be placed on-shore within a defined area close to the Onslow airport. PPA notes the volume to be placed is in the order of 1.16Mm³. The current proposal does not address the issue of ongoing maintenance dredging, either by way of frequency of the dredging or the modelled (likely) infill volumes expected within the channel or berths. PPA also notes there is no reference to where this material (maintenance dredging spoil) will be placed. PPA would question the impact on coastal processes and details associated with the placement of this material (i.e. on-shore or off-shore) should be addressed in order that the longer term impacts are understood.</p> <p>PPA also suggest that consideration (perhaps within a Management Plan) may be required to adequately deal with the creation of shore bird habitat (roosting) as a result of land based reclamation activities. Experience in other ports where significant land-based reclamation has occurred (Gladstone, Brisbane, Fremantle and Port Hedland) would indicate the creation of large reclamation ponds, where material is hydraulic placed, has the potential to attract shorebirds (feeding and roosting). As this site is in close proximity to the Onslow Airport, special consideration maybe required in relation to the timing of these works to limit bird/aircraft interaction. There should also be recognition that these areas are constructed, so that longer term development potential is not constrained through the interim use of these constructed areas by migratory or resident shorebirds.</p> <p>PPA seek great clarity in relation to the design criteria for the establishment of land-based berths (and other infrastructure) based and coastal vulnerability studies which were recently completed for the Ashburton area. Have adequate design parameters been considered in establishing final development levels for the site to account for coastal vulnerability outcomes (climate change scenarios)?</p> <p>PPA suggests a revision of the Marine Fauna section in relation to Invasive Marine Pest (IMP) be included, noting the agencies (Commonwealth and State) responsible for IMP have recently changed. This section should include both bio-fouling and ballast water considerations in terms of management and reporting. PPA understands that marine safety/navigation operations within Beadon Creek will have the oversight of the Department of Transport. PPA notes that in future, marine safety within the Port of Onslow may be transferred to PPA, however the timing and scope of this responsibility is yet to be defined.</p>			
Do you require any additional information regarding the project or the environmental studies undertaken for the project? If so please list below. If a meeting is required, please advise.			

PPA suggests that greater consideration/reference be made to two recent documents published by the Commonwealth government in relation to marine fauna of the northwest. Whilst the project footprint does not extend into Commonwealth waters, the issues associated with marine turtles should be addressed in both the impact potential (inter-nesting cycles) and management approach during dredging works. PPA suggests consideration of the Marine Bioregional Plan:

<http://www.environment.gov.au/topics/marine/marine-bioregional-plans/north-west>

In addition to the relevant bioregional plan, this site also contains a report card on conservation values for marine reptiles. Consideration of this Recovery Plan should form part of the OMSB Management Plan (refer below).

<http://www.environment.gov.au/system/files/resources/429d8e59-559e-4ec0-b902-b327768f792c/files/marine-turtles-australia-draft-recovery-plan.pdf>

Do you wish to receive project updates? (Yes/No) If yes, please provide email address.

Yes

Brad Kitchen

Director Environment and Heritage

Pilbara Ports Authority

████████████████████

Stakeholder feedback forms should be completed and emailed to travis.hurley@o2marine.com.au no later than Close of Business on Friday 30th June 2017.



Attachment A – Stakeholder Feedback Form

Organisation:	Onslow Salt Pty Ltd	Name:	Rod Baker
Phone:	██████████	Email:	██████████
Do you have any comments/concerns regarding the proposed Onslow Marine Support Base (Stage 2) Project?			
<p>Onslow Salt has a number of concerns relating to the location and placement of the dredged material.</p> <ol style="list-style-type: none">1. Onslow Salt draws its intake sea water from Beadon Creek and increasing turbidity in the intake water may affect our condenser ponds. Usual turbidity is approx. 10NTU based on our long term monitoring. The expected turbidity is not provided.2. Onslow Salt currently monitors mangroves and marine biology in Beadon Creek and the proposed dump location has the potential to adversely affect the monitoring areas. This is a statutory requirement and DSD, DMP, OEPA and DER would need to be contacted to discuss this. Attached is a location map showing monitoring locations.3. Any increase in turbidity could cause sedimentation in Beadon Creek in locations that may require Onslow Salt to dredge to maintain a clear intake for the pond system. Onslow Salt would like to discuss this issue with OMSB.4. Onslow Salt has an underground power cable crossing Beadon creek near the DOT Wharf. A map of its location is attached. It appears that dredging activities will not affect this cable; Onslow Salt would like confirmation of this.5. Has any consideration been made of the spoil stability in a major cyclone and tidal surge event? This is a significant amount of sediment and should this be washed back into Beadon Creek this would cause significant changes in the creek system.			
Do you have any comments/concerns regarding the potential environmental impacts of the project, including proposed management actions?			
Do you require any additional information regarding the project or the environmental studies undertaken for the project? If so please list below. If a meeting is required, please advise.			
<ol style="list-style-type: none">1. It appears that the modelling of the dredge plume movement does not consider the upstream movement back into Beadon Creek where the sediment may take more time to settle. Onslow Salt would like to see more detail of the dredge plume modelling.			
Do you wish to receive project updates? (Yes/No) If yes, please provide email address.			
Yes, as above.			

Stakeholder feedback forms should be completed and emailed to travis.hurley@o2marine.com.au no later than Close of Business on Friday 30th June 2017.



Attachment A – Stakeholder Feedback Form

Organisation:	Department of State Development	Name:	Chris Clark
Phone:	██████████	Email:	██████████
Do you have any comments/concerns regarding the proposed Onslow Marine Support Base (Stage 2) Project?			
<p>The Department of State Development (DSD) is supportive of the proposed development at Beadon Creek. DSD notes that the current proposal only includes one option for onshore disposal of dredge spoil; this will require agreement with and approvals from the Shire of Ashburton before dredging can proceed.</p>			
Do you have any comments/concerns regarding the potential environmental impacts of the project, including proposed management actions?			
<p>We note that dust suppression is required for the disposal site, using seeded hydromulch or topsoil respread. If it is proposed to stockpile the dredge spoil at the disposal site and make it available for other construction activities, this will necessitate ongoing dust suppression activities on the stockpile by OMSB. An alternative option would be to dewater the dredge spoil and then place the material (with the agreement of the Shire) in areas where it will permanently be required for future development. While this would require more up-front work from OMSB, ongoing dust suppression would be the land-owner's responsibility.</p>			
Do you require any additional information regarding the project or the environmental studies undertaken for the project? If so please list below. If a meeting is required, please advise.			
No.			
Do you wish to receive project updates? (Yes/No) If yes, please provide email address.			
Yes – please email Kristian Dawson (██████████) with ongoing updates.			

Stakeholder feedback forms should be completed and emailed to travis.hurley@o2marine.com.au no later than Close of Business on Friday 30th June 2017.



Attachment A – Stakeholder Feedback Form

Organisation:	Mackerel Islands Pty Ltd	Name:	Drew Norish
Phone:	[REDACTED]	Email:	[REDACTED]
Do you have any comments/concerns regarding the proposed Onslow Marine Support Base (Stage 2) Project?			
<p>Mackerel Islands operates a tourist lease on Direction Island, approx. 8km NNE of Onslow. We have one single cabin on the entire island and sell it as a serene nature experience. Can you provide comment on whether the project is likely to have any adverse impact to this unique selling point for guests staying on Direction Island, including louder than usual noise, visual extent of turbid water, or access restriction to vessels transferring guests between Beadon Creek and Direction Island.</p>			
Do you have any comments/concerns regarding the potential environmental impacts of the project, including proposed management actions?			
<p>No, unless Direction Island and its surrounding reef is impacted in any way.</p>			
Do you require any additional information regarding the project or the environmental studies undertaken for the project? If so please list below. If a meeting is required, please advise.			
<p>No, other than that affecting the amenity of tourists on Direction Island.</p>			
Do you wish to receive project updates? (Yes/No) If yes, please provide email address.			



Yes –

Stakeholder feedback forms should be completed and emailed to travis.hurley@o2marine.com.au no later than Close of Business on Friday 30th June 2017.



Attachment A – Stakeholder Feedback Form

Organisation:	Onslow Chamber of Commerce & Industry	Name:	Chantelle King
Phone:	██████████	Email:	██████████
Do you have any comments/concerns regarding the proposed Onslow Marine Support Base (Stage 2) Project?			
<p>The OCCI are supportive of the Stage 2 proposed works and the opportunities it opens up for Onslow. The community is growing and with a number of projects in the pipeline this just adds to the economic diversity for the small town of Onslow.</p>			
Do you have any comments/concerns regarding the potential environmental impacts of the project, including proposed management actions?			
<p>The report is very extensive and covers all aspects</p>			
Do you require any additional information regarding the project or the environmental studies undertaken for the project? If so please list below. If a meeting is required, please advise.			
<p>No</p>			
Do you wish to receive project updates? (Yes/No) If yes, please provide email address.			
<p>Yes – ██████████</p>			

Stakeholder feedback forms should be completed and emailed to travis.hurley@o2marine.com.au no later than Close of Business on Friday 30th June 2017.



Attachment A – Stakeholder Feedback Form

Organisation:	Shire of Ashburton	Name:	Lee Reddell – Director Development and Regulatory Services
Phone:	████████	Email:	████████████████████
Do you have any comments/concerns regarding the proposed Onslow Marine Support Base (Stage 2) Project?			
<p>The Shire notes the following concerns with Stage 2 of the OMSB project:</p> <ul style="list-style-type: none">• The O2 Marine assessment of Stage 2 of the project is based on an assumption that the spoil from the capital dredging program will be deposited on Lot 9001 which is owned in freehold by the Shire. No agreement to this proposed use of the Shire’s land has been supported or agreed to date;• Insufficient evidence that dredge spoil is suitable as fill has been provided;• Other potential impacts of placement of spoil are yet to be considered, including but not limited to:<ul style="list-style-type: none">- impact on the Shire’s drainage network (ie: from McAullay Road and airport)- impact on the ground water table- impact on the adjacent airport infrastructure• The current zoning of the spoil site is ‘Reserve – Airport’ which requires that use of the land comply with the intent of the reserve purpose. It is unlikely that storage of fill for future commercial or industrial purposes could reasonably be considered to comply with the intent of an airport reserve;• The assumed future use of the spoil site for industrial purposes has no basis at this time.			
Do you have any comments/concerns regarding the potential environmental impacts of the project, including proposed management actions?			
<ul style="list-style-type: none">• Insufficient detail has been provided regarding quality of spoil;• Insufficient detail on potential flora and fauna impacts, especially as relates to clearing for spoil site;• Insufficient detail provided regarding potential impacts associated with changes to salinity levels;• Dust management of any spoil site is a particular concern, noting the difficulties that other developers in the area have had in recent years with getting cover to seed (naturally or artificially) and adequately control dust.			
Do you require any additional information regarding the project or the environmental studies undertaken for the project? If so please list below. If a meeting is required, please advise.			
<p>It is understood from discussion with Travis Hurley 30-6-17 that a full suite of studies will be forwarded to the Shire shortly.</p>			
Do you wish to receive project updates? (Yes/No) If yes, please provide email address.			
<p>Yes – as above.</p>			

Stakeholder feedback forms should be completed and emailed to travis.hurley@o2marine.com.au no later than Close of Business on Friday 30th June 2017.

**OMSB STAGE 2 KEY STAKEHOLDERS - EMAIL RESPONSE TO STAKEHOLDER MEMORANDUM
(DATED: 15/6/2017)**

Note. Contact information has been removed from stakeholder responses for privacy reasons.

From: Brian Hayes [REDACTED]
Sent: Monday, 19 June 2017 6:39 PM
To: Travis Hurley <travis.hurley@o2marine.com.au>
Subject: Re: OMSB Project Stakeholder Information Package

Hi Travis,

Thank you for your e-mail and opportunity for BriJarCass to provide comments regarding the Project and/or the potential environmental impacts.

I have reviewed the document and will not be providing any comment.

Thanks and kind regards.

Brian Hayes

[REDACTED]

[REDACTED]



Security Agents License No: SA50340

From: Hans Kemps [REDACTED]
Sent: Monday, 19 June 2017 2:45 PM
To: Travis Hurley <travis.hurley@o2marine.com.au>
Cc: [REDACTED]
Subject: Onslow Trawl Fishery advice for Industry Project Environmental Impact Assessment

Hi Travis

Thanks for your email dated 26 May (below) requesting preliminary advice in relation to a dredging proposal in Beadon Creek and surrounding coastal waters. Please find the Department's pre-referral advice below.

Onslow Prawn Managed Fishery

The Onslow Prawn Managed Fishery (OPMF) is currently fully operational. There are no closures in place prohibiting operators from fishing in areas specific to Wheatstone or other dredging developments, although some areas reportedly have been adversely affected by the Wheatstone dredging program and are presumably in a state of recovery. Trawling activities are undertaken between 1 April and 30 October (with various spatial closures during that period for fisheries management purposes). Note the Department expects there will be more boats fishing this season than in previous seasons given the rainfall earlier this year, which is expected to result in increased prawn abundance.

As far as any previous compensation agreements/arrangements are concerned, the details are confidential. However, it is clear that the proposed activities at Beadon Creek were not considered in previous agreements and, hence, risks and potential impacts associated with this project should and will be considered separately.

Other potentially affected fisheries

Without having much detail on exactly how the dredging operations will be undertaken at Beadon Creek and adjacent offshore areas (at this stage), please note that – in addition to the OPMF – the following fisheries may also be impacted by the proposed activities and or the resulting dredge plume:

- Mackerel Managed Fishery
- Pilbara Line Fishery
- Sea Cucumber Fishery
- Pilbara Developmental Crab Fishery
- Pearl Oyster Fishery
- Marine Aquarium Fish Managed Fishery
- Specimen Shell Managed Fishery

To ensure affected fishers are consulted prior to the commencement of the project, the Department expects that the proponent initiates (where it hasn't already) and maintains ongoing consultation with the Western Australian Fishing Industry Council AND directly with licensees in the potentially affected fisheries (contact details of licensed fishers can be obtained through the Department's public register through the link provided below).

The postal addresses of all licenced fishers in the above fisheries can be requested by completing the application form for an extract from the Public Register here:

http://www.fish.wa.au/Documents/commercial_fishing/r-1_application.pdf . Note that an application form needs to be submitted for each required extract individually (in this case each fishery). Each submission will be subject to a fee. You will receive the contact details for each licence holder in the fishery.

Sawfish

Green and narrow sawfishes (*Pristis zijsron* and *Anoxypristis cuspidata*, respectively) are likely to occur in and adjacent to Beadon Creek while the largetooth sawfish (*Pristis microdon*) may potentially occur in the area. In addition, the western extent of the dwarf sawfish's (*Pristis clavata*)

range has not been fully resolved, and this species may therefore also occur in the area of the proposed activities. All four species are listed under the EPBC Act and all actions considered likely to have a significant impact on any of these species (or any other species listed under the EPBC Act) and/or on the environment will need to be referred to the Commonwealth Minister for the Environment.

With respect to the significance of the proposed activities on these four species of sawfish, the Department advises that the expected impacts associated with dredging a new approach channel at Beadon Creek are unlikely to pose a significant impact at the population or local level to these species of sawfish as suitable habitat is relatively abundant in the region and, more broadly, throughout their extensive ranges across northern Australia. Impacts on individuals present in the immediate area surrounding the proposed activities are predominantly expected to be of a temporary nature, provided soft start-up procedures are employed that allow individuals to avoid dredging equipment. The Department also expects observers to be deployed during dredging activities and all observed interactions with marine fauna to be appropriately recorded and reported on.

Commercially-significant finfish

Further to the above, suspended sediment plumes have the potential to affect fish behaviour & health and are likely to have more significant consequences for a species when they occur during specific times (e.g. spawning season) and/or over key habitat (e.g. spawning grounds, nursery areas). The Department therefore requests that the dredging schedule takes into account the spawning seasons/grounds and key habitats of the commercially-significant fish species, likely to be present in, or in proximity to, the area affected by the dredging-related sediment plume. The proponent is expected to refer to the recently published [Status Reports of the fisheries and aquatic resources of WA 2015/16](#) and other published material. Spawning / aggregation times for the key species present in the North Coast Bioregion are provided below:

Bioregion	Key Fish Species within zone	Spawning / Aggregation times
North Coast	Blacktip shark (<i>Carcharhinus tilstoni</i> and <i>C. limbatus</i>)	November - December
North Coast	Goldband snapper (<i>Pristipomoides multidens</i>)	January - April
North Coast	Pink snapper (<i>Chrysophrys auratus</i>)	May - July
North Coast	Rankin cod (<i>Epinephelus multiinotatus</i>)	August - October
North Coast	Red emperor (<i>Lutjanus sebae</i>)	October - March
North Coast	Sandbar shark (<i>Carcharhinus plumbeus</i>)	October - January
North Coast	Spanish mackerel (<i>Scomberomorus commerson</i>)	August - November

Biosecurity

The proponent must take reasonable measures to minimise the risk of committing offences under the *Fish Resources Management Act 1994* and associated regulations related to transferring live non-endemic or noxious fish (including marine pests) into WA waters.

There are two ways to demonstrate commitment to the above. For vessels moving into WA waters from overseas or interstate for this activity, there are two options:

1. Utilise the Department's biofouling risk assessment tool, Vessel Check (<https://vesselcheck.fish.wa.gov.au>) and complete the actions to manage any activity related vessels to a LOW / ACCEPTABLE risk rating, or
2. Actively use a biofouling management plan and record book that meets all requirements under the current edition of the International Maritime Organisation's Guidelines for the Control and Management of Ships' Biofouling to Minimise the Transfer of Invasive Aquatic Species.

The Department also requests that the proponent identifies how it intends to manage residual risk of vessels after arrival in WA waters. Even where vessel risk is managed through the above measures before departure, it is possible that microscopic marine pests can subsequently settle on the vessel. For example this may occur if a vessel fails to depart from overseas or interstate for WA within seven days of undertaking the reasonable measures. To address this residual risk the Department recommends that a follow-up marine pest inspection is conducted around 75 days after arrival if the vessel is still in WA waters.

Any equipment coming from overseas or interstate for this activity should also be either new, or thoroughly cleaned, then dried for at least 24 hours and inspected for marine pests before use in WA waters.

The Department requests that the presence of any suspected marine pest or disease be reported within 24 hours by email (<mailto:biosecurity@fish.wa.gov.au>) or phone the FishWatch 24 hour hotline on 1800 815 507. This includes any organism listed in the Western Australian Prevention List for Introduced Marine Pests (see: http://www.fish.wa.gov.au/Documents/biosecurity/epa_introduced_marine_pests.pdf), and any other non-endemic organism that demonstrates invasive characteristics.

Please ensure the requests above are forwarded directly to all vessel operators associated with the project.

The Department requests that the presence of any suspected marine pest or disease be reported within 24 hours by phoning the FishWatch 24 hour hotline on 1800 815 507 or email (<mailto:biosecurity@fish.wa.gov.au>). This includes any organism listed in the Western Australian Prevention List for Introduced Marine Pests (see: http://www.fish.wa.gov.au/Documents/biosecurity/epa_introduced_marine_pests.pdf) and any other non-endemic organism that demonstrates invasive characteristics. Please ensure the recommendations above are forwarded directly to all vessel operators associated with the project.

Please contact me should you have any queries regarding the above advice.

Best regards

Hans Kempes

Senior Management Officer
Fisheries Certification / Biodiversity

Department of Fisheries (WA)

Gordon Stephenson House, Level 19, 140 William Street, Perth WA
Postal address: Locked Bag 39, Cloisters Square WA 6850



[REDACTED]

[Learn more about Western Australia's MSC plan for fisheries](#)

From: Dyon Pilmoor [REDACTED]
Sent: Thursday, 6 July 2017 11:45 AM
To: Travis Hurley <travis.hurley@o2marine.com.au>
Subject: RE: OMSB Project Stakeholder Information Package

Hi Travis,

No comments from TAMS side,

Regards

Dyon Pilmoor | Operations Manager
[REDACTED]



This email and any attachment are for authorised use by the intended recipients(s) only. It may contain proprietary material, confidential information and/or be subject to legal privilege. It should not be copied, disclosed to, retained or used by, any other party. If you are not an intended recipient then please promptly delete this e-mail and any attachment and all copies and inform the sender. Thank you.

From: Peter Carmichael [REDACTED]
Sent: Wednesday, 5 July 2017 12:25 PM
To: Travis Hurley <travis.hurley@o2marine.com.au>; [REDACTED]
[REDACTED]
[REDACTED]
Subject: RE: OMSB Project Stakeholder Information Package

Good Afternoon Travis,

Thank you for the information and opportunity to comment on Stage 2 of the OMSB Project prior to your referral to the Environmental Protection Authority (EPA).

Please be advised that Bhagwan Marine have No Comment regarding the Project and/or the potential environmental impacts.

Thanks and Regards

Peter Carmichael | Marine Superintendent



Bhagwan Marine – Geraldton
154 Connell Road, Fisherman's Wharf
GERALDTON WA 6530



Your ref: 17WAW-0008/T1702018
Our ref: Onslow Marine Support Base
Enquiries: Keren Raiter
Phone: 08 9219 9246
Email: keren.raiter@dcba.wa.gov.au

Travis Hurley
Principal Marine Ecologist
02 Marine
Suite 2, 4B Mews Rd
Fremantle, WA, 6160

Dear Mr Hurley,

Re: Onslow Marine Support Base (Stage 2) Project – Stakeholder Consultation

Thank you for providing the Department of Biodiversity, Conservation and Attractions (Parks and Wildlife Service) Pilbara Region with the opportunity to comment on the Onslow Marine Support Base (Stage 2) Capital Dredging Project ahead of referral of the project to the Environmental Protection Authority. The following comments are provided in relation to the department's responsibilities under the *Wildlife Conservation Act 1950*. No comment is provided in relation to the department's *Conservation and Land Management Act 1984* responsibilities given that there are no likely impacts to Parks and Wildlife Service managed lands.

The Parks and Wildlife Service have conducted an expedited review, given the limited timeframe and provides the following recommendations:

- The referral document provides commitments and management procedures that will ensure potential impacts to marine turtles, dugongs, cetaceans (including listed whales), sawfish and migratory birds are avoided and minimized. There is potential for the proposal to impact on feeding and transitory habitat for these species.
- The referral document provides a commitment to conduct ongoing monitoring and reporting to ensure minimisation and avoidance of impacts to conservation of significant species are being implemented.
- The referral document provides a commitment to conduct remedial actions as appropriate if monitoring indicates potential or actual impacts on conservation of significant species.

If you require any additional information, please do not hesitate to contact Dr Keren Raiter (Ph: 9219 9246; Keren.Raiter@DPaW.wa.gov.au prior to 5 July 2017; or Keren.Raiter@dbca.wa.gov.au from 6 July 2017).

Yours sincerely



Allisdair MacDonald
Regional Manager

3 July 2017



Appendix G Letter of Acknowledgment – Shire of Ashburton

Enquiries: Dale Stewart
Our Ref: PR42090

Shire of Ashburton
Administration Centre
246 Poinciana Street
PO Box 567, Tom Price, WA, 6751
E soa@ashburton.wa.gov.au
T (08) 9188 4444
F (08) 9189 2252

ashburton.wa.gov.au

ABN 45 503 070 070

31 July 2017

Mr Andrew Natta
Director
Onslow Marine Support Base Pty Ltd
Level 3 / Suite 24
25 Walters Drive
OSBOURNE PARK WA 6017

Dear Andrew

Letter of Acknowledgment – Onslow Marine Support Base (OMSB) Dredging Application

I am writing in regards to OMSB's dredging application to the Environmental Protection Authority (EPA) and the ancillary land reclamation / depositing area, being portion of Lot 9100 Onslow Road, Onslow.

Firstly on behalf of the Shire, I acknowledge the importance of the proposed activity to the State, Region, and Shire and specifically the Townsite and community of Onslow.

I also confirm that Shire of Ashburton has been working closely with Onslow Marine Support Base Pty Ltd (OMSB) to finalise land use requirements pertaining to the Industrial Land Reclamation Site for the upcoming OMSB Stage 2 dredging and onshore disposal works.

The Shire of Ashburton acknowledges the general suitability of the site identified by OMSB as a suitable location for onshore disposal of the dredge material. The site is situated East of Onslow Road and North of Onslow Airport, as generally indicated on the attached drawing APH170162-C-06_C referred to as Proposed Industrial Land Reclamation Site. It should however be noted that the land is not zoned industrial.

The Shire of Ashburton looks forward to continuing to work closely with OMSB over the coming months to finalise the specific details for development of this site and to ensure that the Shire's requirements for management of the site are met.

The Shire notes the following matters will however need to be addressed to the satisfaction of both the landowner(s) and the planning authority:

- Lodgement of a Development Application and formally requesting landowner approval from the Shire of Ashburton;
- Compliance with any development application conditions if approval is forthcoming from the Shire of Ashburton (Planning Authority). I emphasise that the Planning authority will not be fettered by its role as landowner;
- The O2 Marine assessment of Stage 2 of the project is based on an assumption that the spoil from the capital dredging program will be deposited on Lot 9001 which is owned in freehold by the Shire. No agreement to this proposed use of the Shire's land has been supported or agreed to date;



- Sufficient independent evidence, including the possibility of peer review, that dredge spoil is suitable for fill for the site(s) will need to be provided;
- Potential other impacts of placement of spoil are yet to be considered, including but not limited to:
 - impact on the Shire's drainage network (ie: from McAullay Road and airport);
 - impact on the ground water table;
 - impact on the adjacent airport infrastructure;
- The current zoning of the spoil site is 'Reserve – Airport' which requires that use of the land comply with the intent of the reserve purpose. It is unlikely that storage of fill *for future commercial or industrial purposes* could reasonably be considered to comply with the intent of an airport reserve. Filling of the site as intended by the application and initial discussions could be supported;
- Additional detail will be required in respect of:
 - Hydrology of the site(s) and impact of the deposited material on the hydrology and / or stormwater;
 - The quality of the spoil;
 - The potential flora and fauna impacts, especially as relates to clearing for spoil site; and
 - The potential impacts associated with changes to salinity levels.

Dust management of any spoil site is a particular concern, noting the difficulties that other developers in the area have had in recent years with getting cover to seed (naturally or artificially) and to adequately control dust.

The Council as the planning authority and / or landowner, may well require OMSB as the applicant, to maintain the site and its deposited material for a duration of time to allow for monitoring for compaction, erosion and / or dust suppression.

This letter is provided as support in principle for the dredging application and should not be construed as fettering the rights of the landowner nor planning authority to assess the subsequent planning application to the Shire of Ashburton on its merits.

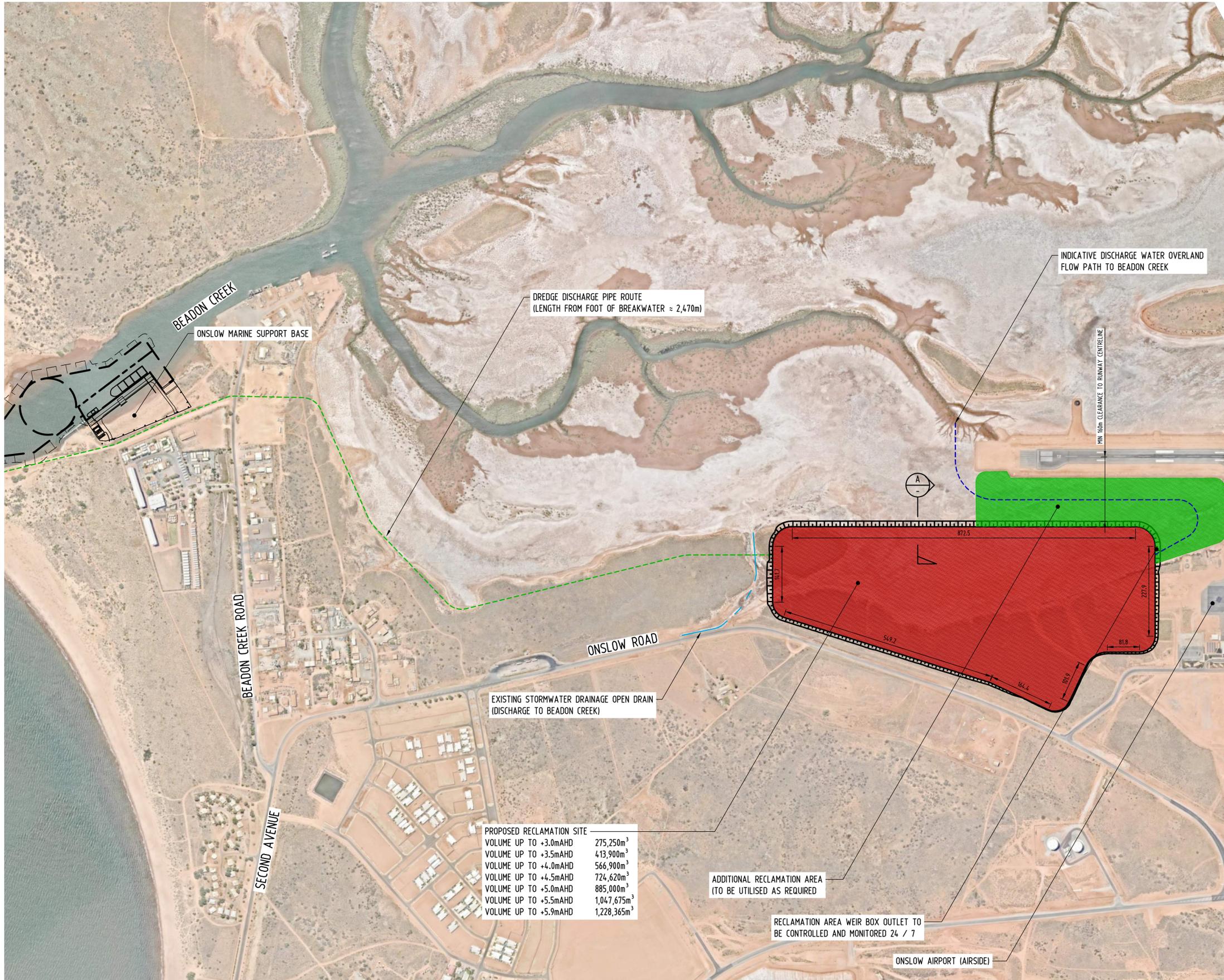
I wish OMSB well in its endeavours and its Dredging Application and look forward to working with you and your staff as the development application and landowner approval request.

Should you require further clarification in relation to this then please contact the undersigned via email dale.stewart@ashburton.wa.gov.au or on telephone 9188 4457.

Yours sincerely

Dale Stewart
Acting Chief Executive Officer

Enc. Drawing APH170162-C-06_C



DREDGE DISCHARGE PIPE ROUTE
(LENGTH FROM FOOT OF BREAKWATER ≈ 2,470m)

INDICATIVE DISCHARGE WATER OVERLAND
FLOW PATH TO BEADON CREEK

EXISTING STORMWATER DRAINAGE OPEN DRAIN
(DISCHARGE TO BEADON CREEK)

PROPOSED RECLAMATION SITE

VOLUME UP TO +3.0m AHD	275,250m ³
VOLUME UP TO +3.5m AHD	413,900m ³
VOLUME UP TO +4.0m AHD	566,900m ³
VOLUME UP TO +4.5m AHD	724,620m ³
VOLUME UP TO +5.0m AHD	885,000m ³
VOLUME UP TO +5.5m AHD	1,047,675m ³
VOLUME UP TO +5.9m AHD	1,228,365m ³

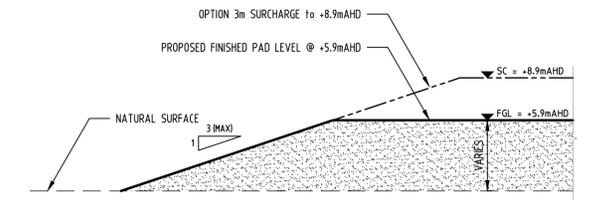
ADDITIONAL RECLAMATION AREA
(TO BE UTILISED AS REQUIRED)

RECLAMATION AREA WEIR BOX OUTLET TO
BE CONTROLLED AND MONITORED 24 / 7

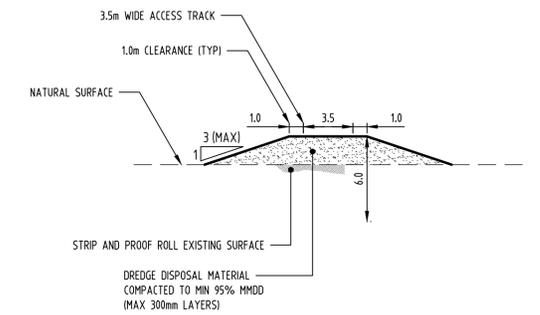
ONSWLOW AIRPORT (AIRSIDE)

PLAN

SCALE: 1:5000



SECTION A
SCALE 1:250



TYPICAL DREDGE POND BUND DETAIL
SCALE: 1:250

P:\OBS\2017\170162 - Onslow Marine Supply Base - Capital Dredging\Drawing\APH170162_C-06.dwg, Layout1 - 17/07/2017 2:10 PM, Wbowyer

When sheet printed full size, the scale bar is 100mm.
0 50 100mm

PRELIMINARY ISSUE
NOT FOR CONSTRUCTION

REV.	DATE	DESCRIPTION	DRAFT	ENG.	CHKD
A	14.03.2017	CONCEPT ISSUE FOR REVIEW	W.B.	W.B.	L.C.
B	04.07.2017	ISSUED FOR REVIEW	W.B.	W.B.	L.C.
C	17.07.2017	ISSUED FOR REVIEW	W.B.	W.B.	L.C.

WGA
WALLBRIDGE GILBERT
AZTEC
634 Murray Street, West Perth
Western Australia 6005
Telephone 08 9336 6528
Email perth@wga.com.au

ONSWLOW MARINE SUPPORT BASE (OMSB)
BEADON CREEK, ONSWLOW
CAPITAL DREDGE & NAV AIDS
INDUSTRIAL LAND RECLAMATION SITE PLAN ©

A1	DRAWING NUMBER	Job Number	Sheet No.	Rev.
Design WB	Drawn WB	APH170162	C-06	C