

STAKEHOLDER AND COMMUNITY CONSULTATION REPORT

Lucky Bay Channel Extension Project

T-Ports Pty Ltd



Prepared by
MasterPlan SA Pty Ltd
ABN 30 007 755 277, ISO 9001:2015 Certified
33 Carrington Street, Adelaide SA 5000
Telephone: 8193 5600, masterplan.com.au

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1.0 EXECUTIVE SUMMARY

T-Ports commenced grain export operations from the Lucky Bay Harbour in early-2020. The facility operates on the basis of transshipment where low-draught barges ship materials to ocean-going vessels moored in designated transshipment points off the coast. Throughout this period ongoing maintenance dredging has been required to maintain channel depth.

To enable T-Ports to operate the facility at full capacity, an extension to the existing channel is required. In October 2022 the State Commission Assessment Panel approved a Development Application by T-Ports to extend the shipping channel to the Lucky Bay Harbour, comprising the capital dredging of up to 60,000 cubic metres of marine sediment, including live seagrass meadow. The approval allows for the existing 500-metre-long channel to be extended by a further 900 metres into the Spencer Gulf.

Since approval, T-Ports has been in discussion with the Environment Protection Authority (EPA) regarding dredge methodology, dewatering and dredge disposal options to ensure that risks associated with the project are managed to minimise harm to the environment. The EPA and Coast Protection Board does not support the disposal of dredge spoil onto the beach at Lucky Bay, which has occurred periodically since the Harbour was constructed in 2005. Dewatering and disposal ponds is the preferred option.

A Development Application was subsequently lodged with the State Planning Commission in May 2023, to vary the existing consent to allow for dewatering on land-based sites at two (2) sites located to the west and north-west of the existing harbour. Dredging material will be disposed of inland at a former quarry site. The proposal does not seek to modify the configuration of the channel previously approved.

Following approval of this Development Application, T-Ports is required to apply for a licence under the *Environment Protection Act 1993* before it can commence capital dredging. T-Ports already holds a licence for maintenance dredging of the existing channel.

This report summaries the consultation process undertaken in relation to the Lucky Bay Channel Extension Project, the key themes and issues raised by key stakeholders and the broader community, along with a response from the Proponent (T-Ports) to concerns raised.

2.0 CONTEXT

In May 2023 a Community and Stakeholder Engagement Plan (provided in **Appendix A**) was developed outlining the framework for consultation activities in relation to the Lucky Bay Channel Extension Project. The Plan was developed in response to the EPA advising that the development and implementation of such a plan would be a condition of an authorisation (licence), pursuant to the *Environment Protection Act 1993*.

The Plan outlined the purpose of the engagement, procedures and methods, including objectives, key stakeholders, engagement tools, activities and evaluation. The Community and Stakeholder Engagement Plan was approved by the EPA in May 2023 and used to guide implementation of the consultation process.



To identify relevant stakeholders a thorough investigation was undertaken resulting in a preliminary stakeholder list including Federal, State authorities/agencies and representatives, local government, recreational groups (including fishers and other recreational users), business and industry groups (including commercial fishers), the Lucky Bay Shack Owners Association (LBSOA) and the broader local community.

A range of tools and activities were implemented to facilitate timely two-way information flow with all stakeholders and the broader community. These tools and activities enabled opportunities for discussion with key stakeholders to explain the project, identify issues, understand and respond to any identified issues/concerns.

Key stakeholder and broader community feedback indicated the greatest interest was in the environmental impacts, particularly regarding coastal environment and nature conservation. Also, of interest were economic impacts including detrimental impact on migration patterns and breeding patterns of key commercial fishing species.

2.1 Stakeholder Consultation Report

The Stakeholder and Community Consultation Report (this report) outlines the consultation process implemented for the Lucky Bay Channel Extension Project. The consultation program has been designed to meet the Community and Stakeholder Engagement Plan. This report outlines the consultation approach that was applied; the engagement tools and activities that were implemented and the outcomes of the consultation process. The mitigation measures identified in relation to stakeholder concerns are outlined in the **Section 8.0**, Consultation Outcomes.

3.0 ENGAGEMENT OBJECTIVES

Engagement objectives for the Lucky Bay Channel Extension Project include:

- Establishing positive, proactive and transparent engagement with key stakeholders and broader community.
- Proactively engaging key stakeholders and the broader community to build awareness of the project and its progress, including management of identified issues as addressed in the Development Application and EPA authorisation (licence).
- Identifying the primary areas of key stakeholder and community interest and working with stakeholders and the community to address interests through engagement methods, content and communication.
- Engaging key stakeholders and the broader community during the EPA authorisation (licence) process by briefing key stakeholders, making supporting information available, providing opportunities for people to talk to technical specialists and answering stakeholder questions in a timely manner.
- Delivering effective, transparent and authentic communications to potentially impacted and interested community members and groups throughout the dredging period and supporting them during these works.



4.0 STAKEHOLDER IDENTIFICATION

A stakeholder identification process was carried out to identify people and groups who have an interest in the Lucky Bay Channel Extension Project or should be encouraged to take an interest. It also included the stakeholders listed in the Community and Stakeholder Engagement Plan. Stakeholders identified as relevant to the Project include:

Regulators

- Coast Protection Board, Department of Environment and Water.
- Environment Protection Authority.

Local Government Authority

- District Council of Franklin Harbour.
- Elected Members, District Council of Franklin Harbour.
- Eyre Peninsula Local Government Association.
- Regional Development Australia Eyre Peninsula.

State Elected Representatives

- State Member for Flinders.
- State Member for Giles.
- State Member for Stuart.
- State Member for Narungga.

Federal Elected Representatives

- Federal Member for Grey.

Business and Industry Groups (including commercial fishers)

- Blue Crab Pot Fishers Association Inc.
- Clean Seas Sustainable Seafood.
- Marine Fishers Association.
- Spencer Gulf & West Coast Prawn Fisherman's Association.

Recreational Groups (including fishers and other recreational users)

- Recfish SA.



Community/ Special Interest Groups

- Lucky Bay Shack Owners Association (LBSOA).
- Broader local community.

Traditional and Social Media

- Eyre Peninsula Tribune.
- T-Ports Instagram and Facebook pages.

A range of communication tools were utilised to communicate and consult with key stakeholders, these are outlined in **Section 6.0**, Consultation Tools.

5.0 OUR APPROACH

In preparing the Community Stakeholder and Engagement Plan, MasterPlan has drawn from experience of community engagement, knowledge and skills of staff, research and best practices in the field of community engagement promoted by the International Association of Public Participation (IAP2) Australasia. IAP2 is the leading public participation Association in Australasia.

IAP2 has developed the IAP2 Public Participation Spectrum to assist with the selection of the level of participation that defines the public's role in any community engagement program. The Spectrum shows that differing levels of public participation are legitimate depending on the goals, time frames, resources and levels of impact of the decision to be made.

The level of participation for the Lucky Bay Channel Extension consultation process is aligned with the public participation goals of 'consult'.

We will:

- Obtain public feedback on analysis, alternatives and/or decisions.
- Keep the public informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.

The Lucky Bay Channel Extension consultation process was led by Michael Richardson and Kirsten Falt from MasterPlan. Both Michael and Kirsten are experienced in community and stakeholder engagement and have both completed the IAP2 Australasian Certificate of Engagement.

6.0 CONSULTATION TOOLS

A range of tools were implemented to enable opportunities for discussion with key stakeholders and the broader community to explain the project, identify, understand and respond to any identified issues/ concerns. Considering the stakeholders, the timeframe and the consultation objectives, the following tools were developed and utilised as part of the consultation process:



6.1 Letter to Community

A letter was prepared and distributed electronically to key stakeholders. The letter provided information about the Lucky Bay Channel Extension Project and invited their participation and input into the community information sessions. A copy of the letter is provided at **Appendix B**.

6.2 Community Information Sheet

An information sheet was produced which contained detailed information about the Lucky Bay Channel Extension Project. The information sheet was distributed to stakeholders electronically along with the letter to community. The information sheet was also available at the community information sessions. A copy of the Community Information Sheet is provided in **Appendix C**.

6.3 Community Feedback Form

The Community Feedback Form was distributed at the community information sessions. A copy of the Community Feedback Form is provided in **Appendix D**. The Community Feedback Form has also been replicated as a webform and will be available for on the webpage throughout the life of the Lucky Bay Channel Extension Project (<https://tports.com/dredging/>).

6.4 Project Hotline and Email

An 1800 phone number (1800 876 787) and project email address (admin@tports.com) were established as key communication channels. These contact details were promoted on all Lucky Bay Channel Extension Project communication materials.

6.5 Traditional and Social Media

An invitation to attend the community information sessions were featured in the Eyre Peninsula Tribune (the invitation was published in two editions) to inform the broader community of the Lucky Bay Channel Extension Project, consultation details and the project contact details (1800 number, project email address and web link). Inclusion in the Eyre Peninsula Tribute ensured that a wide range of stakeholders were information of consultative activities, and opportunities to provide feedback. This enabled discussion with the broader community and likely affected parties. A copy of the media material can be viewed at **Appendix E**.

Key information was also distributed via the District Council of Franklin Harbour Facebook page and T-Ports Facebook and Instagram pages.



6.6 Website

A webpage was prepared for the Lucky Bay Channel Extension Project. This webpage informed stakeholders of the upcoming community consultation activities and provides contact details and access to the Lucky Bay Channel Extension project site plans and project information (<https://tports.com/dredging/>). This webpage remains live and will be updated throughout the life of the Project.

7.0 CONSULTATION ACTIVITIES

Table 1 below summarises the engagement activities, timing and stakeholders that were engaged throughout the consultation process.

These activities provided opportunities for open and transparent dialogue with key stakeholders and the broader community, for stakeholders and the community learn about the Lucky Bay Channel Extension Project and to voice their issues and concerns. A summary of the feedback received is outlined in **Section 8.0**, Consultation Outcomes.

Table 1: Consultation meetings and community engagement activities.

| STAKEHOLDER CATEGORY | STAKEHOLDER | ACTIVITY AND TIMING |
|---|---|--|
| Regulators | Coast Protection Board Environment Protection Authority State Planning Commission | Consultation meeting A meeting was undertaken with the listed regulators on 26 May 2023 in relation to the variation Development Application. |
| Regulators | Coast Protection Board Environment Protection Authority State Planning Commission | Consultation meeting A meeting was undertaken with the listed regulators on 5 June 2023 in relation to the variation Development Application. |
| Local Government Authority State Elected Representatives Federal Elected Representatives Business & Industry Groups Recreational Groups | | Letter to Community and Community Information sheet Emailed 31 May 2023 |
| All Stakeholders | | Newspaper Advertisement Published 1 and 8 June 2023 |
| All Stakeholders | | Project webpage Live from 5 June 2023 |
| Local Government Authority* | District Council of Franklin Harbour | Consultation meeting and presentation 14 June 2023 |
| All Stakeholders* | | Community Drop-In Sessions 14 June 2023 |
| Business and Industry Groups Recreational Groups | | Follow up phone call 27 June 2023 |

**Engagement activities were attended by representatives from T-Ports (Proponent), Maritime Constructions (Dredging Specialist, Infrastructure), J-Diversity (Marine Ecologist, Environmental Monitoring), MasterPlan (Regulatory Approvals and Engagement), and Environment Protection Authority.*



8.0 CONSULTATION OUTCOMES

This section provides a summary of the feedback received during the consultation process.

Feedback was received during consultation meetings, the community drop-in sessions, via Community Feedback Forms and email. The consultation team only received a total of two (2) feedback forms through the process and one (1) email.

It is noted that several emails and technical reports were also received by the Project Team from Elected Members, District Council of Franklin Harbour. This is discussed further in **Section 9.0**, Further Discussion.

Table 2 below provides a list of key issues/concerns raised through the consultation process categorised into broader sub-groupings.

Table 2: Key Issues and Concerns Raised During the Consultation Process and Proponent's Response

| KEY ISSUE / CONCERN | PROPONENT'S RESPONSE |
|--|---|
| Coastal Environment (Marine Water and Sediment, Coast Processes) | |
| Need for continued replenishment of Lucky Bay beach. | <p>T-Ports has been in discussion with EPA regarding dredge methodology, dewatering and dredge disposal options to ensure that risks associated with the project are managed to minimise harm to the environment.</p> <p>Continued dredge spoil disposal on the Lucky Bay beach is not supported by the EPA and Coast Protection Board, and dewatering and disposal ponds is the preferred option at this location.</p> <p>Volumes of suitable beach sand from the channel dredging will be stockpiled by T-Ports for targeted beach replenishment.</p> <p>Further discussion on beach replenishment is included in Section 9.0.</p> |
| Poor management of Lucky Bay beach replenishment has resulted in physical changes to the beach and dune profile. | <p>As above, T-Ports has been in discussion with the EPA regarding dredge methodology, dewatering and dredge disposal options to ensure that risks associated with the project are managed to minimise harm to the environment.</p> <p>Continued dredge spoil disposal on the Lucky Bay beach is not supported by the EPA and Coast Protection Board. Dewatering and disposal ponds is the preferred option at this location.</p> <p>Further discussion on beach replenishment is included in Section 9.0.</p> |
| Surplus sand has detrimentally affected seagrass. | <p>Fines in dredged and discharged sediment can reduce the clarity of the water and may contribute to the smothering of seagrass which reduces the ability of seagrass to grow.</p> <p>As above, T-Ports has been in discussion with EPA regarding dredge methodology, dewatering and dredge disposal options to ensure that risks associated with the project are managed to minimise harm to the environment.</p> <p>Continued dredge spoil disposal on the Lucky Bay beach is not supported by the EPA and Coast Protection Board.</p> <p>It is anticipated that the Coast Protection Board will instruct T-Ports to remove residual sand, and recent spoil from maintenance dredging from the Lucky Bay beach.</p> <p>Any future placement of sand on the Lucky Bay beach will be done in a manner which aims to prevent further loss and allow long-term recovery.</p> <p>Removal of seagrass is limited to the extent of the footprint (channel extension) approved by the Native Vegetation Council.</p> |



| KEY ISSUE / CONCERN | PROPONENT'S RESPONSE |
|---|---|
| <p>Increased turbidity due to dredging and flow-on impacts has resulted in a decrease in water quality.</p> | <p>Dredging can increase suspended sediment concentrations, causing elevated water turbidity and light attenuation however due to the deep body of water within the harbour (-5mCD) and low tidal flushing cycles, a very low risk of persistent plume occurring beyond the localised area of the return water point is anticipated.</p> <p>Return water will be monitored 24-hr continuous at the discharge point and be the primary trigger for implementing alarm triggers and contingencies measures.</p> <p>There are several contingency measures that can be implemented to reduce or mitigate risk of turbid water returning to the harbour and include the following (in order of escalation).</p> <ol style="list-style-type: none"> 1. Inspect flow paths and minimise velocity across all drainage pond areas. Erosion, high velocity, wall stability, agitation area all sources of turbidity. Use civil equipment to modify, repair, improve. This is a daily requirement but may require greater intervention. 2. Check weir box height and ensure crest height of weir box is sufficiently restricting water passage. Weir boxes crest heights can be modified by adding boards to raise the crest. 3. Install silt curtain around return water point. This will slow the mixing of water within the harbour and restrict fines from migrating out of the harbour. 4. Flocculant dosing can be used to accelerate settlement time of fines and can be added at the transfer pump. Product used will be subject to EPA approval. 5. Reduce productive hours if above measures do not improve water quality monitoring triggers (e.g., no night shift). This is an absolute last resort as this will extend the total project length and will increase settlement time for fines in the decanting pond. <p>Water quality at the cutterhead may generate a plume however water quality monitoring may not provide effective indication of severity. Any visible plume greater than 100 metres in length must be sketched, photographed and sent to the EPA.</p> |
| <p>Scepticism regarding monitoring and reporting of turbidity by T-Ports and its contractors.</p> | <p>The water quality monitoring program for the dredging operations will comprise monitoring:</p> <ul style="list-style-type: none"> • Prior to dredging commencing (background conditions); • Daily during dredging, after dredging has been established (>1 hour); • 24hr turbidity monitoring at return water with SMS alert function, • Regular visual checks (3 times per day) of return water point for changes in clarity; and • After dredging has ceased (to determine whether there has been a return to background conditions). <p>Parameters to be monitored are:</p> <ul style="list-style-type: none"> • Wind speed and direction. • Tide (ebb, flood, high and low). • Cloud cover (%). • Turbidity. • Dissolved oxygen. • Water depth. • Plume visibility and location. • GPS locations and sample points. • Alkalinity. • pH. • Salinity. |



| KEY ISSUE / CONCERN | PROPONENT'S RESPONSE |
|--|---|
| | If turbidity or dissolved oxygen exceed triggers agreed with the EPA, the EPA are notified, and contingency measures implemented. |
| Nature Conservation (sensitive environmental area, terrestrial flora and fauna, marine flora and fauna) | |
| <p>Direct seagrass disturbance and potential for adverse flow-on impacts on seagrass due to the interaction of tidal currents with project related turbidity.</p> | <p>The EPA expects T-Ports to undertake every possible action to reduce the impact on marine life and seagrass, and to implement the most environmentally sustainable dredging methodology.</p> <p>Removal of seagrass is limited to the extent of the footprint (channel extension) approved by the Native Vegetation Council. Fines in dredged and discharged sediment can reduce the clarity of the water, which reduces the ability of seagrass to grow. The scope of works includes monitoring for any turbidity present in the return water point into the harbour, dredge site and nominated monitoring sites. Water quality is monitored live, 24/7.</p> <p>Dredge operators must follow a duty of care to mitigate any harm, disturbance, smothering or otherwise to any seagrass outside the dredge footprint including:</p> <ul style="list-style-type: none"> • Dredge positioning systems, calibrations and checks. • Minimise turbidity. • Pipeline checks. • Minimise anchor moves wherever possible. <p>The pipeline and anchors are not expected to impact seagrass beyond the approved Native Vegetation Clearance footprint. The pipeline will be submerged during dredging operations and maintain negative buoyancy whilst pumping a dredge slurry. The pipeline will be floated and inspected regularly for leaks. The pipeline will be anchored to prevent movement of the pipeline with only a portion of slack line behind the dredge to allow the dredge to advance on its cut face.</p> <p>All anchor positions will be recorded for the purposes of assessment against the Seagrass Management Plan and whether there has been seagrass loss beyond the approved Native Vegetation Clearance within the dredge footprint.</p> |
| <p>Potential for the project to cause deterioration in the quality of the adjacent marine habitat, which is a recognised recreational and commercial fishing location and contains sea grass and mangrove fauna.</p> | <p>The methodology for the removal of seagrass and sediment using a cutter suction dredge is acceptable to the EPA.</p> <p>Approximately 5.7 hectares of live, healthy seagrass is proposed to be removed as part of this project, as approved under Native Vegetation Clearance. To ensure potential impacts from dredging are as expected, a BACI (Before After Control Impact) design Seagrass Monitoring Plan is required. The 'Before' data for the BACI monitoring has been collected after consultation with the EPA on monitoring requirements. Risks are considered highest to seagrass during the reproductive/growth months between November to March. Works will occur between July 2023 and October 2023.</p> |
| <p>Silt builds up in the neighbouring creek, south of the Harbour. The creek is an important micro-ecosystem as they retain the juvenile fish at low tide.</p> | <p>Due to the breakwater structure at the entrance of the harbour, there is now an accumulation of sand on the southern side and hence there is a higher volume of sand periodically locked at this point. Future maintenance campaigns and planned investment by T-Ports in sand pumping material handling equipment and a bypass pipe, will aim to balance the sand drift across the harbour to reduce overall accumulation, keep sand moving across and reduce impacts to neighbouring shorelines.</p> |
| <p>Informal observations have noted the presence of introduced species of plants (terrestrial) previously not seen on the Lucky Bay beach.</p> | <p>It is unlikely that the introduction of pest flora is a result of dredge spoil disposal on Lucky Bay beach. The Lucky Bay beach should be monitored for the establishment of introduced species. Further discussion is included in Section 10.0.</p> |



| KEY ISSUE / CONCERN | PROPONENT'S RESPONSE |
|---|---|
| Air quality (dust, fumes and odour), noise | |
| <p>What are the likely effects on noise?</p> | <p>Multiple noise sources are expected from the proposal, these include:</p> <ul style="list-style-type: none"> • Dredges vessels; and • Noise from excavators operating on the dewatering/stockpile. <p>The nearest sensitive receivers (Lucky Bay shacks) are approximately 600 metres from the dredge footprint. The dredging is scheduled to occur at a time where occupancy levels of the Lucky Bay shacks is low with advice from the Lucky Bay Shack Owners Association (LBSOA) that approximately 20 individuals will be residing there at the time of the scheduled works.</p> <p>All practical measures will be taken to ensure that project equipment will not cause unnecessary or excessive noise and comply with applicable regulations.</p> <p>All complaints will be logged onto a Complaints Register, responded to within 24-48 hours and then reviewed by the dredge operators and with T-Ports and the EPA in the first instance. Works may be placed on hold if required and as negotiated with the EPA, T-Ports and stakeholders.</p> <p>Noise dampening barriers around the booster and transfer pump can be installed to reduce the amount of noise travelling to the Lucky Bay shacks and can be implemented based on community consultation and the nature of the complaint (if any).</p> |
| <p>What the likely effects on odour?</p> | <p>Odour management is of low risk for this dredging activity due to the low proximity to sensitive receivers (Lucky Bay shacks). The dredge material will contain organic materials and therefore generate odour whilst new material is being generated.</p> <p>All complaints will be logged onto the Complaints Register, responded to within 24-48 hours and then reviewed by the dredge operators and with T-Ports and the EPA in the first instance. Works may be placed on hold if significant odour persists.</p> |
| Social | |
| <p>Need for open and ongoing dialogue.</p> | <p>T-Ports maintains an 1800 phone number (1800 876 787) to allow stakeholders and community to seek information or provide feedback to T-Ports regarding the Project.</p> <p>Stakeholders and the community can also contact T-Ports via admin@tports.com. This email address is promoted on the T-Ports website https://tports.com/ and on project collateral such as Community Information Sheets and advertisements.</p> <p>Further discussion on engagement and communication are outlined in Section 10.0.</p> |
| <p>Mitigation measures to reduces exposure of Lucky Bay shacks to wave erosion and storm surge inundation.</p> | <p>The beach will be monitored by T-Ports, EPA and Coast Protection Board on a regular basis and the amount and location of sand placed on the beach be adjusted to suit the prevailing status of the beach.</p> |
| <p>Replenishment required to full extent of the Lucky Bay beach compartment, which is the 1 kilometre of beach east of the Lucky Bay Harbour eastern training wall.</p> | <p>Beach replenishment has historically been undertaken on a regular basis to ensure that a sufficient sand buffer exists to allow for seasonal fluctuations in the shoreline position due to erosion events and subsequent recovery.</p> <p>During discussions with the EPA and Coast Protection Board, concerns were raised regarding sand settling within the intertidal area and subsequent encroachment onto the nearshore seagrass meadows. Both the EPA and Coast Protection Board do not support the continued disposal of dredge spoil on the beach at Lucky Bay.</p> <p>Volumes of suitable sand-sized sediment from the channel dredging will be stockpiled by T-Ports for targeted beach replenishment.</p> |



| KEY ISSUE / CONCERN | PROPONENT'S RESPONSE |
|---|--|
| Mitigation measures to reduce coastal flooding, erosion and dune drift. | Beach replenishment could provide protection from coast erosion; however, additional measures would be required to protect against inundation. |
| Loss of recreational and commercial fishing sites. | Loss of sites primarily relate to the continued dredge spoil disposal on Lucky Bay beach. This will not persist as all dredge spoil from the capital dredge will be discharged landside. |
| Disruption from continuous maintenance dredging. | As part of the capital dredging works, maintenance dredging works will also comprise part of the campaign to take advantage of mobilised dredge equipment on site. It is envisaged that maximising maintenance dredging during campaign will improve long term resilience of the harbour channel and reduce medium term requirements of maintenance dredging after this campaign. |
| Timing of the project | Works will be undertaken between July 2023 and October 2023. Which is as per instruction from EPA being the dormant period for seagrass. |
| Economy | |
| Potential impact on productive commercial fishing sites from dredging activity including loss of sea grass, noise and vibration and changes in tidal flows. | All future dredging will be less intrusive to the environment due to shorter events and alternative dredging techniques. This will result in less noise and vibration frequency. Seagrass monitoring is a long-term commitment and will drive any seagrass rehabilitation requirements. |
| Detrimental impact on migration patterns and breeding patterns of key commercial species including Yellow Fin Whiting, King George Whiting, Garfish, Squid, and Tommy Ruff. | As per above, less frequent activity will reduce the impacts to local fish populations. |
| Boat ramp directly north of the Harbour closed during maintenance dredging works leading to high demand on other boat ramp facilities. | As above, beach works will cease eventually and not cause future boat ramp locations. |
| Need for improved visitor arrival experience, general consolidation on T-Ports associated infrastructure on the eastern training wall. | Further discussion is included in Section 10.0 . |

Table 2 highlights that the foremost issue/ concern of key stakeholders and the broader community is the ongoing management of the Lucky Bay beach. These are summarised in **Section 9.0**, Further Discussion.

9.0 FURTHER DISCUSSION

Table 2 indicates that there is greatest interest in the environmental impacts, particularly regarding coastal environment and nature conservation. Of particular interest was the anticipated Coast Protection Board instruction for T-Ports to remove residual sand, and recent spoil from maintenance dredging from the Lucky Bay beach.



After the engagement activity, several emails and two (2) technical reports were received by the Project Team from Elected Members, District Council of Franklin Harbour:

- Lucky Bay Shack Settlement – Coastal Process and Concept Design Report, Coastal Review, Concept Option Development and Detailed Design, prepared for District Council of Franklin Harbour by SMEC, dated December 2013.
- Lucky Bay Beach Replenishment Strategy, prepared for District Council of Franklin Harbour by Coastal Studies, dated July 2022.

As well, as an:

- Extract from the Environment, Resources and Development Committee inquiries into the matter, dated Monday 25 November 2019.

The reports, which have been endorsed by the Council, along with the Environment, Resources and Development Committee record, provide a study of the situation and offer comments and recommendations as to what should be done to improve the situation, including:

- The Lucky Bay shacks have gradually developed over the past 100 years. During this time the outer shacks have been exposed to periodic wave attack and to marine inundation during storms. The situation was exacerbated in 2005 with the construction of the Lucky Bay Harbour, with the western training wall and navigation channel trapping sand that would normally move along the beach. To counteract this trapping, during and following construction, sand dredged from the harbour and channel has been used to replenish the Lucky Bay beach (Coastal Studies, July 2022).
- Critical to management of the Lucky Bay shacks is the maintenance of the longshore transport of sand along the beach to maintain a balanced sediment budget. Sand naturally moves along Lucky Bay beach to the northeast and out of the system. If the supply of sand from the south-west is stopped or diminished and the sand is not replaced, the beach will recede, thereby threatening the outer shacks. As the natural movement has been interrupted by the harbour construction, maintenance walls and channel, the dredging and replenishment program is designed to re-establish and maintain the longshore movement of sand through the Lucky Bay system (Coastal Studies, July 2022).
- Beach replenishment should be placed along the beach against the existing foredune and in the hinddune area. Where possible sand placed in the hinddune area would be used to raise the level of dune crest to 3.5 metres AHD. Replenishment would taper off at the eastern end of the settlement where a wider sand buffer exists to the shacks (SMEC, December 2013).
- To stabilise sand used to replenish the dunes, the following works are recommended: installation of brush matting (e.g., collection and placement of dead branches from local trees), planting of locally indigenous coastal species and fencing to protect these dune stabilisation measures. Locally indigenous species should be used where possible. If possible, watering should be carried out to help in the establishment of vegetation, together with occasional fertilising and weeding. It would be beneficial to establish a local dune care group, if there is not already one (SMEC, December 2013).



- One of the conditions of approval for the harbour was that there was supposed to be periodic bypassing of sand around the harbour from the west to the east to mimic the natural movement of sand and to help sustain the beach in front of the shack settlement, but that hasn't seen a lot of activity in the years since the harbour was built (Environment, Resources and Development Committee, November 2019).
- In fact, what has happened periodically over the last decade or so is that, when the beach has become narrow in front of the shacks at Lucky Bay, sand does accumulate past the eastern end of the settlement. The board (Coast Protection) has given approval for the shack owners, under the oversight of the council, to truck sand back along the beach in front of the shacks (Environment, Resources and Development Committee, November 2019).
- Based on the conditions of approval for the Lucky Bay Ferry Terminal, it seems that SEA Transport have an obligation to relocate the sand trapped by the training walls to Lucky Bay beach.

Further, it is considered (anecdotal) that:

- Tropical cyclone Tiffany in 2022, along with associated stormwater and runoff pollution entering the Spencer Gulf east of the Luck Bay Harbour and eastern training wall, exacerbated damage to the seagrass beds.

It was generally agreed between the key stakeholders and broader community that the requirement for T-Ports to remove residual sand, and recent spoil from maintenance dredging for the Luck Bay beach conflicted with the recommendations of the abovementioned technical reports prepared for District Council of Franklin Harbour.

It is important to note, that through the *Coast Protection Act 1972*, the Coast Protection Board assesses proposals to dispose of dredge spoil on the beach, permits acceptable activities, and places conditions of approval to mitigate and manage environmental impacts. Importantly, the acceptable level and extent of environmental impact is now clearly defined in the regulatory approvals required for dredging. T-Ports is compelled to act on any instructions issued by the Coast Protection Board and/or Environment Protection Authority.

Several stabilisation methods are available for use to address mobile sands and dune instability. It is evident to the Project Team, that a unified approach to both harbour maintenance and Lucky Bay beach management is necessary.

10.0 RECOMMENDATIONS

A component of the Community and Stakeholder Engagement Plan is recommendations to the project team in respect of the Lucky Bay Channel Extension Project. This section provides several recommendations for consideration.



10.1 Ongoing Consultation

An ongoing consultation program will ensure that information is readily available to key stakeholders and the broader community to be kept informed throughout the Lucky Bay Channel Extension Project and be consulted at key points. Ongoing consultation should include:

- Opportunity for key stakeholders and broader community feedback via an online form available on the website (<https://tports.com/dredging/>).
- An 1800 phone number (1800 876 787) and project email address (admin@tports.com) available for key stakeholders and the broader community to provide feedback.
- Lucky Bay Channel Extension Project information, such as the Community Engagement Plan, Dredge Management Plan, and Environmental Monitoring Program, as well as reporting and monitoring data to be made publicly available on the website (<https://tports.com/dredging/>). Monitoring data should be presented in a way that can be easily interpreted and understood by the broader community.
- Regular updates to all key stakeholders and media releases to inform the broader community.

10.2 Dune Restoration and Stabilisation

As detailed in **Section 9.0**, Further Discussion, it is evident to the Project Team, that a unified approach to harbour maintenance and Lucky Bay beach management is necessary. Whilst T-Ports is compelled to act on any instructions issued by the Coast Protection Board and/or Environment Protection Authority, it is recommended that T-Port consider a Community Support Program to support key stakeholders deliver a dedicated dune rehabilitation project along the Lucky Bay Beach. It is expected that such a project will deliver vast improvements in the dune system and help to protect Lucky Bay shack settlement and its history.

10.3 Improved Arrival Experience

Whilst outside the scope of the Lucky Bay Channel Extension Project, it is recommended that T-Ports collaborate with the District Council of Franklin Harbour to improve arrival experience at the Lucky Bay Harbour. Whilst noted, most visitors arrive in 'bursts' with each ferry arrival, it should be noted that Lucky Bay welcomes a mix of visitor types. An improved arrival experience such as signage, walking paths and a general consolidation of infrastructure on the eastern training wall will allow residents and visitors alike to interact more closely with the Harbour and Lucky Bay Beach.



11.0 NEXT STEPS

The Lucky Bay Channel Extension Project consultation process has been undertaken in accordance with the Community and Stakeholder Engagement Plan approved by the EPA in May 2023. Feedback received from key stakeholders and the broader community has been captured in this report and will be provided by T-Ports to the EPA.

For more details on the project, to subscribe to updates or if you have concerns during dredging of the channel, please contact T-Ports by phone on 1800 876 787 (menu 5), or email admin@tports.com. Alternatively, feedback can be provided online via the project webpage <https://tports.com/dredging>.

APPENDIX A

Community and Stakeholder Engagement Plan

COMMUNITY AND STAKEHOLDER ENGAGEMENT PLAN – LUCKY BAY DREDGING – T-PORTS

Purpose of Engagement

The engagement process will provide information to the community and stakeholders in respect of the Lucky Bay Channel Extension Project and additional maintenance dredging of the existing channel. The engagement process will seek feedback from the community and stakeholders in respect of the proposal and its implementation.

The engagement process is required by the EPA and is likely to form a conditional requirement of the licence for the capital dredging. There are references to engagement in the existing licence for maintenance dredging, and amendments may be made to the conditions of that licence in future to reflect the type of engagement proposed.

The key aims of the engagement process are expressed as follows.

1. to allow T-Ports to provide a greater level of detail in respect of the project and proponent to the Lucky Bay Community and Key Stakeholders, providing information about:
 - the proponent;
 - the scope of the project;
 - the reason for the project;
 - the location of the project;
 - the proposed timeframe;
 - regulatory approval processes;
 - supporting investigations;
 - potential impacts of the project (environmental and amenity);
 - management controls;
 - escalation opportunities; and
 - future engagement processes.
2. to provide the community and key stakeholders with an initial opportunity to provide feedback to the project team in respect of the project. To provide a communication channel to the community and stakeholders directly to the proponents;
3. to undertake direct, in-person engagement with key affected parties, including:
 - identified owners and occupiers of land adjacent to the project site (primary stakeholders);
 - users of the marine area in the vicinity of Lucky Bay, including recreational users and commercial fisheries (primary stakeholders); and
 - occupiers of land in the area more generally (secondary stakeholders); and



4. to communicate the next steps in the process and further opportunities for the community and stakeholders to have input into the process.

Orbits of Participation

The identified stakeholders at the time of preparation of this plan are as listed as follows. Further stakeholders may be added as the engagement progresses. A register of stakeholders will be prepared and maintained through the life of the dredging project and for at least two (2) years following the completion of the dredging project.

Primary Stakeholders:

- Owners and occupiers of shacks at Lucky Bay.
- Commercial fisheries (Lucky Bay).
- Third party users of Lucky Bay Harbour (ferry operator).

Secondary Stakeholders:

- Wider Lucky Bay Community.
- Wider DC Franklin Harbour Community.
- Commercial fisheries (Franklin Harbour oyster growers).
- Commercial Fisheries (Cleanseas).
- Commercial fisheries peak bodies:
 - Spencer Gulf and West Coast Prawn Fisherman's Association.
 - Blue Crab Pot Fishers Association.
 - Marine Fishers Association.
- Recreational fisheries peak bodies (Recfish SA)

Tertiary Stakeholders:

- RDA.
- EPLGA.
- Local Media.
- Elected Members.
- State MPs (Flinders, Giles, Stuart, Narungga)
- Federal MP (Grey).



Level of Participation

The level of participation based on the IAP2 Public Participation Spectrum is Consult.

Public Participation Goal

To obtain public feedback on analysis, alternatives and/or decisions.

Promise to the Public

We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.

The engagement is for the purpose of informing the community about the project and seeking their feedback. Whilst the feedback received will be carefully considered and regard will be had in the ongoing process of project implementation, the engagement process will have limited influence over the core elements of the project including site selection and project scope. The influence of feedback will be greater in terms of guiding investigations and potential mitigations of impacts identified by the community and stakeholders.

Information

High-level information on the project will be disseminated via multiple channels.

Key information areas will include:

- Proponent information and background.
- Technology.
- Project Scope.
- Project Location.
- Project Lifecycle.
- Project Cost.
- Impact Overview:
 - Environmental.
 - Economic.
 - Social.
- Regulatory Processes.
- Regulatory Timeframe.
- Construction.



Distribution Channels

- T-Ports website.
- Social Media.
- Council distribution channels (website, Social Media).
- Local media – print, radio, TV.
- Printed collateral.
- Lucky Bay Shack Owners Association (LBSOA).
- Direct Contact – Commercial and recreational fisheries peak bodies.
- Direct contact – Identified Key Stakeholders.

Technique Selection

In addition to widely informing the community of the project, the goal of the engagement is to gather qualitative written and verbal feedback from the community.

This will be in the form of:

- records of the community workshop;
- structured feedback sheets (replicated in a web survey);
- open submissions; and
- feedback received via a feedback line.

The following techniques are proposed for the engagement process:

Technique A – Community Drop in Session

A community workshop (time of day based on advice from LBSOA and DCFH) where community members can attend and take in information via a presentation and discuss the project with members of the project team and representatives of regulators.

The workshop will include a semi-structured discussion session from which verbatim records will be collected.

Feedback sheets will be provided for community members to either fill in while attending or take away and return.



Technique B – Web Survey and Open Feedback

The project website will link to a web survey and open feedback sheet, mirroring the feedback sheets provided in the drop-in sessions.

Technique C – Direct Communication

One-on-one or one-on-some meetings with directly affected stakeholders including local and peak body representatives of commercial fisheries and the LBSOA Executive. Notes of meetings taken by project team members.

Synthesis and Analysis

All feedback received will be collated into a verbatim summary. A qualitative synthesis of feedback will be undertaken to produce the following outputs:

1. A 'what we have heard' report for community dissemination.
2. Recommendations to the project team in respect of the project and regulatory process.

Timing

The timing of the engagement will be based on the timing of the implementation of the dredging program. The engagement should not occur too far in advance of the dredging program (as the methodology and approval processes may not be concluded), however, should occur sufficiently in advance that feedback received still have the opportunity to impact the process.

An outline of the timeframe, based on time prior to mobilisation is set out as follows:

| | ITEM | TASK REFERENCE | TIMEFRAME (WEEKS PRIOR TO MOBILISATION) |
|---|--|----------------|---|
| 1 | Finalise stakeholder and community engagement plan | 2.0 | 8 weeks |
| 2 | Initial stakeholder contact undertaken | 3.0 | 7 weeks |
| 3 | Promotion of community meeting | 3.0 | 7 weeks |
| 4 | Engage with stakeholders | | 4-6 weeks |
| 5 | Community meeting held | | 4 weeks |
| 6 | Community and stakeholder engagement summary report prepared | | 3 weeks |
| 7 | Direct notification of affected parties | | 1 week |
| 8 | Mobilisation | | 0 weeks |



Task List

Pre-engagement tasks will generally include:

- identify date and venue for workshop;
- prepare posters and presentation information for display and distribution at information/drop in session;
- advertise the information session via the local newspaper and other sources, which may include social media, T-Ports website and Council website, LBSOA channels and other identified distribution channels;
- direct invitation by letter to affected owners and occupiers of land to attend the workshop and make comment; and
- direct invitation by letter to identified key stakeholders to attend an information session and make comment.

| 1.0 DATE AND VENUE | | | | |
|--------------------|--|----------------|----------|---|
| | Description of Task | Responsibility | Deadline | Comment |
| 1.1 | Identify Venue | | | |
| 1.2 | Book Venue (drop-in sessions) | | | Dates TBC |
| 1.3 | Confirm equipment required and available | | | <ul style="list-style-type: none"> - Number of tables - Display boards – if none available – use blue tack or similar on walls - Tea/coffee – urn and cups etc available |

| 2.0 STAKEHOLDER IDENTIFICATION | | | | |
|--------------------------------|--|--|----------|-----------------------------------|
| | Description of Task | Responsibility | Deadline | Comment |
| 2.1 | Identify extent of locality to be notified by direct letter drop | MP in consultation LBSOA, DCFH and EPA | | |
| 2.2 | Confirm with Australia Post deadlines and format for letter drop | MP | | This often has 2-3 week lead-time |
| 2.3 | Identify stakeholders – Commercial fisheries peak bodies, local commercial fisheries operators | MP with T-Ports, DCFH and EPA | | |
| 2.4 | Collate parties that have been directly engaged by T-Ports to date. | MP/T-Ports | | |



| 2.0 STAKEHOLDER IDENTIFICATION | | | | |
|--------------------------------|---|----------------|----------|---|
| | Description of Task | Responsibility | Deadline | Comment |
| 2.5 | Identify adjoining occupiers other interested parties | MP/T-Ports | | overlaps with above |
| 2.6 | RDA, EPLGA, Members of Parliament | MP/T-Ports | | MP to send info. T-Ports to contact directly/in person |

| 3.0 CORRESPONDENCE – ADVERTISEMENTS, NOTICES, LETTERS AND WEBSITE | | | | |
|---|--|---|---|---|
| | Description of Task | Responsibility | Deadline | Comment |
| 3.1 | Draft Letters and short (4 page) project information sheet | MP/T-Ports | | Create a “Fact Sheet” with project information |
| 3.2 | Newspaper Advert | MP/T-Ports T-Ports Website and contact details | | For advertising dates TBC? T-Ports will need to have website address and phone numbers etc ready by publication date |
| 3.3 | Draft presentation information reviewed | MP/-Ports | | Confirm format of info |
| 3.4 | T-Ports Website | T-Ports | Prior to first newspaper ad – week of dates TBC | |
| 3.5 | Social Media | T-Ports | Concurrent with first newspaper ad | |

| 4.0 CONSULTATION DISPLAY INFORMATION | | | | |
|--------------------------------------|---|---|----------|---|
| | Description of Task | Responsibility | Deadline | Comment |
| 4.1 | Final design of land based dewatering, seagrass and WQ monitoring | T-Ports with review by regulatory agencies prior to dissemination | | |
| 4.2 | Consultant Info for Posters | MP | | |
| 4.3 | Posters | MP/T-Ports | | T-Ports to provide format required and header and footer, logos, photos etc |
| 4.4 | Print posters | MP | | |
| 4.5 | Fact or Info Sheet for Distribution | MP and T-Ports | | This will be the same as the flyer/project sheet distributed via mail to interested parties |

APPENDIX B

Letter to Community

T-PORTS LUCKY BAY CHANNEL EXTENSION PROJECT

Dredging works to extend the channel at the Lucky Bay Common User Export Facility will commence in July 2023.

The project intends to deliver a channel from the Lucky Bay Common User Export Facility approximately 1400 metres into the Spencer Gulf (a 900 metre extension to existing 500 metre long channel). The extended channel will have a navigable depth of approximately 3.8 metres at lowest astronomical tide.

It is expected that approximately 80,000 m³ of dredged materials will require disposal.

The Coast Protection Board, Environment Protection Agency and Department of Environment and Water do not support the continued disposal of dredge spoil onto the beach at Lucky Bay. Further operational requirements identified that the limited area and topographic profile of the beach would impose significant constraints on dredging, which would result in the dredging taking much longer to complete.

Subsequently, the project seeks to accommodate materials dredged from the channel at two land-based sites adjacent the harbour before being transported for disposal inland at a former quarry site. This is to help ensure the longer-term protection of the marine environment.

T-Ports has lodged a Development Application to vary the existing development approval to provide for the disposal of dredged materials on-land. The dredging also requires a Licence from the Environment Protection Authority to proceed.

T-Ports encourages community members to attend one of the upcoming Community Drop-In Sessions.

 **Wednesday 14 June 2023**

 **Session 1: 10.00am – 12.00noon**

 **Session 2: 5.30pm – 7.30pm**

 **Cowell RSL, 7 Third Street, Cowell**

The Community Drop-In sessions will provide relevant project information and seek feedback from the community about potential impacts that may be associated with the project. The Community Drop-In sessions will also be attended by representatives from T-Ports, Maritime Construction, J-Diversity (Marine Ecologist, Environmental Monitoring), Coast Protection Board and Environmental Protection Agency.

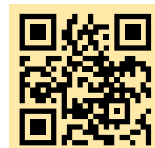
For more detail on the project or to subscribe for updates,



Please call
1800 876 787 **menu 5**



Email
admin@tports.com



or visit
tports.com/dredging

APPENDIX C

Community Information Sheet

An aerial photograph showing a coastal area with a channel extension project site. The foreground is a flat, arid landscape with sparse green and brown vegetation. A dirt road or path runs across the middle ground. In the distance, a body of water is visible, with a small structure or building on the shore. The sky is clear and blue.

T-PORTS⁺

TRANSHIP + COMMODITIES + GLOBAL

COMMUNITY INFORMATION SHEET

T-PORTS LUCKY BAY CHANNEL EXTENSION PROJECT

Background

Following construction, T-Ports commenced limited operation of grain export from the Lucky Bay Common User Export Facility in 2020.

To further enhance the operation of the facility, T-Ports has sought and received development approval to extend the channel from the harbour, providing greater depth for transshipment vessels. The greater depth will allow each vessel to carry more grain, reducing the number of vessel movements and providing an additional safety margin.

About the Project

The dredging intends to deliver a channel from the Lucky Bay Common User Export Facility approximately 1400 metres into the Spencer Gulf (a 900 metre extension to existing 500 metre long channel). The extended channel will have a navigable depth of approximately 3.8 metres at lowest astronomical tide.

The Lucky Bay Common User Export Facility currently operates based on transshipment where low-draught barges ship material to ocean going vessels moored in designated transshipment points off the coast. Dredging will provide for a significant reduction in the number of transshipment vessel movements to ship grain from the facility, as each vessel movement will carry a much greater amount of grain than is currently possible.

Following technical investigations and negotiations with State Government agencies, T-Ports now proposes land-based dewatering and disposal of dredge spoil, rather than on the beach at Lucky Bay as has been the case with previous maintenance dredging of the inner channel.

Project Benefits

- Improved navigation to allow the safe passage of vessels into and out of Lucky Bay harbour.
- Ongoing efficient operation of the Lucky Bay Common User Export Facility.
- Reduce risk of impact on the marine environment by dewatering dredge spoil and disposing of material on-land.
- Reduced operational impacts adjacent the Lucky Bay shack settlement.

The Lucky Bay Channel Extension Project was granted development approval in October 2022.

T-Ports has lodged a further Development Application to vary the existing development approval to provide for the dewatering of dredge spoil on-land. This variation application is currently under assessment by the State Planning Commission. The dredging also requires a Licence from the Environment Protection Authority (EPA) to proceed.

Community Engagement

T-Ports is committed to engaging with the community stakeholders and the fishing industry to accommodate and minimise impacts as much as possible during this important project. The community and key stakeholders are invited to learn more about the project, by attending one of two community drop-in sessions:

-  **Wednesday 14 June 2023**
-  **Session 1: 10.00am – 12.00noon**
-  **Session 2: 5.30pm – 7.30pm**
-  **Cowell RSL, 7 Third Street, Cowell**

If you have questions about, or would like to discuss the project, T-Ports encourages you to attend a drop-in session. Each session will be attended by representatives from T-Ports, Maritime Construction, J-Diversity (Marine Ecologist, Environmental Monitoring), Coast Protection Board and the EPA.

If you can't attend a drop in session, further information is available by contacting T-Ports on the details provided in the Further Information section below.

Who will be responsible for the dredging works?

T-Ports will be responsible for the dredging project. T-Ports has contracted a specialist dredging company (Maritime Constructions) with vast experience in dredging to undertake the works. T-Ports has worked extensively with the EPA to ensure it meets the stringent environmental standards outlined in the EPA Dredge Management Guidelines, 2020.

Maritime Constructions are authorised to undertake these works subject to conditions of an EPA licence and an approved Dredge Management Plan.

What is the cost of the project?

In excess of \$4 million. The project is wholly funded by T-Ports.

When will the works begin and finish?

Works will be undertaken between July 2023 and October 2023 [the timeline may be impacted by weather and the amount of work required]. This period was chosen as it is a quieter period on the water. During the dredging works the harbour entrance will still be accessible.

How will the dredge be arranged?

A single dredge with a 3-anchor mooring will be positioned facing east out towards the approach channel with pipe running to the designated disposal site, progressively moving towards the outer extremity of the channel. Anchors stabilising the dredge will be placed 50 metres either side along the length of the dredge.

Will I be able to hear the dredging?

To ensure the dredging works are completed during the seasonal window, works will be undertaken 24 hours a day, 7 days a week, providing it is meeting all EPA noise requirements and EPA regulations.

Typically noise from the dredge and associated machinery is low frequency consistent hum from diesel engines associated with either the dredge or booster pump. Louder activities such as anchor handling or tracking machines will be avoided at night.

There will also be additional noise from civil plant, required to manage [spread and compact] the discharge material.

Where will the materials dredged be taken?

Approximately 80,000 m³ of materials is to be dredged as part of this project. Materials dredged from the channel will be screened and drained at two on-land sites adjacent the harbour before being transported for disposal inland at a former quarry site.

Material that is suitable for future beach nourishment will be separately stockpiled for this purpose.

Material that is not suitable for disposal at the former quarry site will be taken to a licensed landfill.



Why were the disposal methods chosen?

The Coast Protection Board, EPA and Department of Environment and Water do not support the continued disposal of dredge spoil onto the beach at Lucky Bay. Operational requirements identified with the dredging methodology, combined with the limited area and topographic profile of the beach would impose significant constraints on dredging, which would result in the dredging taking much longer to complete.

Subsequently, two land-based locations to the west and north-west of the harbour were identified for the dewatering and disposal process. This is to help ensure the longer-term protection of the marine environment.

Will there be an odour from the dredge materials?

Organic material dredged from the channel will be screened, drained and progressively transported to a former quarry site for disposal. Most material will be fresh and not generate persistent odour although the EPA has approved a Dredge Management Plan which identifies that short-term odour may occur.

The dewatering of the material on land will result in dredged material being handled a significantly greater distance from the shacks than previous maintenance dredging campaigns.

What is the impact on the marine environment due to dredging works?

The proposal should result in reduced risk of environmental harm to the areas of the marine park because the dewatering and disposal of dredge spoil is being shifted to a land-based location.

A Seagrass Monitoring Plan has been prepared to manage sea grass impact. The Seagrass Management Plan will be modified as necessary to ensure it meets EPA licence conditions. Monitoring will occur prior to and directly after construction, as well as additional monitoring surveys post-dredging at a time that is representative of potential impacts due to operation of the channel.

The contractor is required to visually monitor the presence of marine mammals around the site and look for any unusual behaviour. Dolphins, turtles and whales are known to proactively enter proximity (<50 metres) of a working dredge and may take advantage of feeding opportunities. If any dolphins, turtles and whales are spotted within dangerous proximity, dredging will cease until they move away from the area.

All marine fauna sightings will be logged by the dredge operator, including behaviour and actions taken, if required.

Is native vegetation at risk due to dredging works?

Native Vegetation Clearance for the seagrass in the extended channel has been granted approval by the Native Vegetation Council. A further application for clearance of vegetation on-land where the dewatering is now proposed to take place is currently under assessment by the Native Vegetation Council.

T-Ports must offset any clearance by payment into the State Government Native Vegetation Fund, which is used to support revegetation programs around South Australia.

What if I can't attend the drop-in sessions?

You can get further information from T-Ports on the contact details below.

Further Information

For more detail on the project, to subscribe for updates or if you have concerns during dredging of the channel contact T-Ports on the details below.

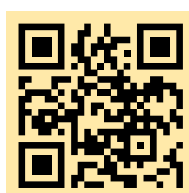


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admin@tports.com



tports.com/dredging

APPENDIX D

Community Feedback Form

COMMUNITY FEEDBACK FORM

T-PORTS LUCKY BAY CHANNEL EXTENSION PROJECT

Name: _____

Organisation (if applicable): _____

Address: _____

Phone: _____

Email: _____

What are your key concerns regarding the proposed project?

General comments/questions:

I would like a representative from the project team to contact me.

Please include me on your project information distribution list.

Thank you for your feedback.

Once you have finished filling out your Community Feedback Form, please give it to a representative from the project team. Alternatively, you can email it to admin@tports.com. Feedback can also be submitted online at tports.com/dredging.

Further Information

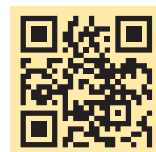
For more detail on the project or to subscribe for updates,



Please call
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Email
admin@tports.com



or visit
tports.com/dredging

APPENDIX E

Media Material

Council locked into program funding continuation

Talks for the continuation of a Ceduna social program are ongoing, after the Ceduna District Council indicated its willingness to end a funding arrangement.

Street Beat, which includes the Mobile Assistance Patrol program, has been running in Ceduna in recent years, however councillor Geoff Ryan brought forward a motion at the council's May meeting for the organisation to cease its annual funding of \$150,000 from June 30 - one year before the end of the current arrangement.

Rising costs were cited as the reason for the motion.

It was seconded by Councillor Anthony Nicholls and passed unanimously.

A second motion directed chief executive officer Tim Coote to provide necessary notice of termination of the council funding to the service delivery provider and it also passed.

Street Beat is a collaboration between the council and Drug and Alcohol Services SA. It is administered by the Human Services Department.

The program started in Ceduna in 2016 and is an outreach service patrolling the streets and talking to people, referring them to services.

Street Beat's aim is to connect with vulnerable people on the streets before the police do.

However, mayor Ken Maynard said subsequent discussions with the department indicated the coun-



Ceduna mayor Ken Maynard said there had been discussions with the Human Services Department about the Street Beat program. PHOTO: FILE

cil may not be able to end its funding arrangement for the next financial year.

Mr Coote said talks were ongoing.

"Council is organising to meet with [the department] at the earliest convenience to discuss the Street Beat program and will provide an update on the implementation with joint funding partners as soon as we can," he said.

A department spokesperson said it was "currently in discussions with council about the continuance of the service".

Cr Ryan said he brought the motion for two reasons, one being the abolition of the Cashless Debit Card last year and the other being rising

costs.

"We are going to save \$3000 a week on one item and seeing as we are going to have to increase our rates because of power and other things going up... we have got to save everything we can," he said in the meeting.

Mr Maynard said he was confident the program could be retained even if the council did not fund it.

He said the council had to "take a hard line to the budget as costs and pressure are mounting" and that this was something that "fits more in a state or federal government sphere", rather than something the council should have to take responsibility for.

Be on the lookout for 'Bitumen Bandits'

Ceduna residents are being warned to be on the lookout for 'Bitumen Bandits'.

New reports to South Australia's consumer watchdog have been received from locations across the state, prompting a fresh warning to be on the lookout for these dodgy dealers.

Consumer and Business Services has recently received 12 complaints from consumers who have been approached by the bandits, including from Ceduna.

It was the only location reported on Eyre Peninsula.

Bitumen bandits are roaming, unlicensed traders who travel from town to town targeting homes and businesses, claiming to have leftover bitumen from a previous job and offering to do cheap work.

However, the work is substandard and often leaves consumers out of pocket as they struggle with the cost of remedial work to fix the mess.

Consumer and Business Services is working with state and federal agencies, including the South Australian Police and Border Force, to identify bitumen bandits and gather evidence of their offences.

Regulators throughout Australia share information in relation to bitumen bandits to assist in catching them early as they move from one state to another.

Consumer and Business Affairs Minister Andrea Michaels

said it was "disturbing" that based on these reports, it appeared there were multiple groups of targeting different parts of the state.

"It's easy to be tempted by the offer of cheap work, but consumers should remember that an offer that seems to be too good to be true often is," she said.

"The best protection people have is to protect themselves from these individuals by refusing to fall for their tricks, doing their homework, and using trusted operators to do work of this nature."

Consumer Affairs commissioner Dini Soulio said research was key.

"While we work with all relevant authorities to try and track these individuals down... the sad reality is they often leave without a trace, and by the time a report is made, it's too late," he said.

"People should never accept an offer from someone going door to door, without doing their research first. Seek multiple quotes, look for testimonials and if the trader is using high-pressure tactics to try and force a sale, don't engage."

"Consumers should also visit the CBS website to check whether an individual has a current, valid licence."

Anyone who has encountered these individuals are encouraged to contact Consumer and Business Services on 131 882 or cbs.sa.gov.au/contact-us

Changed opening hours for the Eyre Peninsula desalination project information centre

Come and see the team at 6/50 Liverpool Street, Port Lincoln to learn about our planned desalination plant for the region.

You can visit us at the information centre:

- Tuesday 10am - 5.30pm
- Wednesday 10am - 7pm
- Thursday 10am - 5.30pm

Outside these times by appointment only, phone 0477 448 544.

watertalks.sawater.com.au/getthefacts

12609411-JM2223

T-PORTS LUCKY BAY CHANNEL EXTENSION PROJECT

T-PORTS

T-Ports will commence dredging operations to extend the entrance channel to the Lucky Bay Harbour in July 2023.

Dredging works will be carried out by a cutter suction dredge along the navigation channel.

A development application has been lodged to allow dredge material to be deposited on two land-based sites adjacent the harbour for dewatering before being transported for disposal inland at a former quarry.

A Licence from the Environment Project Authority is also required to proceed.

T-Ports encourages community members to attend one of the upcoming Community Drop-In Sessions.

Wednesday 14 June 2023

- Session 1: 10.00am - 12.00noon**
- Session 2: 5.30pm - 7.30pm**

Cowell RSL, 7 Third Street, Cowell

The Community Drop-In sessions will be attended by representatives from T-Ports and their consultant team. Representatives of relevant regulatory agencies will also be in attendance.

Further information or to subscribe to updates, please call 1800 876 787 menu 5, email admin@tports.com or visit tports.com/dredging.

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EYRE PENINSULA Advocate

June 14 Edition Deadlines

Due to the King's Birthday public holiday, some booking deadlines may have changed.

Early General News - Friday, 3pm

Classified Display - Tuesday, Noon

Line Classifieds - Tuesday, Noon

Phone: (08) 8622 7500
 Address: PO Box 233, Cleve SA 5640
 Email - Sales: sales@epadvocate.com.au
 Email - Editorial: editorial@epadvocate.com.au

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