Background

Salt Creek Remediation & Boat Ramp Options

July 2026

Contents

Purpose 2
Council July 2026 Decision 2
Proposal – Trial Long Reach Excavator Targeted Removal 3
Proposal - 400m Remediation and Ramp Modifications 4
Community Background 7
Watertech Report 10
Approach 11
- Envisaged Staged Approach 11
- Cost Range Estimates 12
- Funding Sources 14

Appendix 15
- Boat Ramps Northern Adelaide 15
- Swimming Northern Adelaide 16
- Strategic Plan 2025 - 2028 16
- 2014 Needed Approvals and Permits Advice 17

Purpose

The purpose of this paper is to provide a status snapshot of proposals and background regarding options to possibly remediate Salt Creek and undertake modifications associated with the boat ramp.

These works are being contemplated in order to improve opportunities for swimming and/or boat launching.

Council July 2026 Decision

At its meeting on 15 July 2026, Council resolved under 'Decision' as follows.[1]

15 July 2026 Decision	Comment
"that Council, having considered Item 14.10 – *Salt Creek Remediation & Boat Ramp Modification Investigation*, dated 15 July 2026, notes the report and in doing so notes the **background information**, as shown in Attachment 1 to this report."	Attachment 1 information is contained within this Document.
"that Council, having considered Item 14.10 – *Salt Creek Remediation & Boat Ramp Modification Investigation*, dated 15 July 2026, instructs the Chief Executive Officer to prepare a **plan to trial sediment removal at the ramp proper via long reach excavator and ongoing monitoring.**"	Refer the Proposal within this Document.
"that Council, having considered Item 14.10 – *Salt Creek Remediation & Boat Ramp Modification Investigation*, dated 15 July 2026, instructs the Chief Executive Officer to **investigate funding options – including grant based – to undertake the preparation of a business case**."	Refer the Proposal within this Document. Officers are to investigate funding options to conduct a business case. Needed funds are in the order of $50-90k.
"that Council, having considered Item 14.10 – *Salt Creek Remediation & Boat Ramp Modification Investigation*, dated 15 July 2026, instructs the Chief Executive Officer to **update the Salt Creek Working Party**."	The Working Party is convened by Council officers on behalf of the CEO. The Working party comprises several community representatives, including John Drexel, and officers.

[1] The report can be accessed via apc.sa.gov.au/our-council/meetings/council-meetings

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Proposal – Trial Long Reach Excavator Targeted Removal

The proposal envisages:

- Trial a limited amount of sediment removal at the boat ramp
- Use a long-reach excavator based on the concrete ramp to remove as much loose shellgrit as possible
- Dig as deep as practical into the original creek bed to form a sump
- Monitor the rate and volume of tidal infill of loose shellgrit into the sump
- Continue to remove loose shellgrit as and when practical.
- Deposit all excavated material in the old shellgrit pit at the northern end of the beach, and profile the material for later revegetation
- erect signage at the ramp warning of deep water.

In light of costs for the 400m remediation/boat ramp modifications, use of a long-reach excavator on a trial basis should be less costly. One advantage of this method rather than a floating dredge is that there should be no effect on the seagrass beds and their marine inhabitants west of the ramp because operations would be well clear of that area. There should also be no effect on visitors to the area other than those wanting to use the ramp.

Whether this proposal can be undertaken under the title of “cleaning the ramp” or particular statutory approvals are needed will need investigation.

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Proposal - 400m Remediation and Ramp Modifications

The proposal envisages:

- Dredge up to 400m of the creek
- Modify boat ramp to reduce build up
- Use dredged materials to rehabilitate a former shell grit pit in the north of Middle Beach
- Upgrade parking and expand to the northeast.

Benefits of the deeper water are increased opportunity for water sports including swimming and boat launching over greater periods of time (due to less impact of tidal movements), which would enable greater boat activity such as fishing. It is reported to be the only safe swimming hole/ beach between St Kilda and Port Wakefield. Rehabilitation of a former pit is also a potential benefit.

These would benefit Middle Beach residents as well as the population in the wider region – including Adelaide Plains - expected to grow from 0.5M to 0.75M over the next 30 years.

The proposal to remediate Salt Creek and modify the boat ramp has been under consideration for around a decade.



Figure 1 the boat ramp and Salt Creek area are being flagged for works to improve recreation opportunities



Figure 2 Sediment build up and seagrass adjacent the ramp is an ongoing challenge on the western side with the existing pontoon, reducing the ability to use the western side of the ramp

Drawing on information gathered in the past as well as the 2021 Watertech report, substantial expert-based investigations are needed. These could be in the order of $130 – $265k. These are central to determine subsequent capital costs to do works, which "could" be $0.5 to $1M. Ongoing accumulation removal costs on an annual basis are not costed but could be above $100k per annum.

Experiences elsewhere underscore the need for caution. In Kingston, the Maria Creek boat ramp closed due to seagrass costs, despite precautionary approach by council.[2] The Cape Jaffa marina boat launching closed in late 2024 for emergency dredging.[3] Substantive costs borne by the public sector are involved.

With significant population growth in north, the St Kilda boat launching facilities are the key boat launching facility for northern Adelaide. Middle Beach plays a smaller role.

Need to also consider risks of boat launching activity co-existing with swimming.

[2] abc.net.au/news/2021-04-30/maria-creek-boat-launching-facility-remains-closed-permanently/100104332
[3] insidelocalgovernment.com.au/kingston-launches-emergency-dredging-campaign-for-closed-marina/#:~:text=This%20has%20resulted%20in%20shoreline,the%20district%2C%20the%20Council%20said.

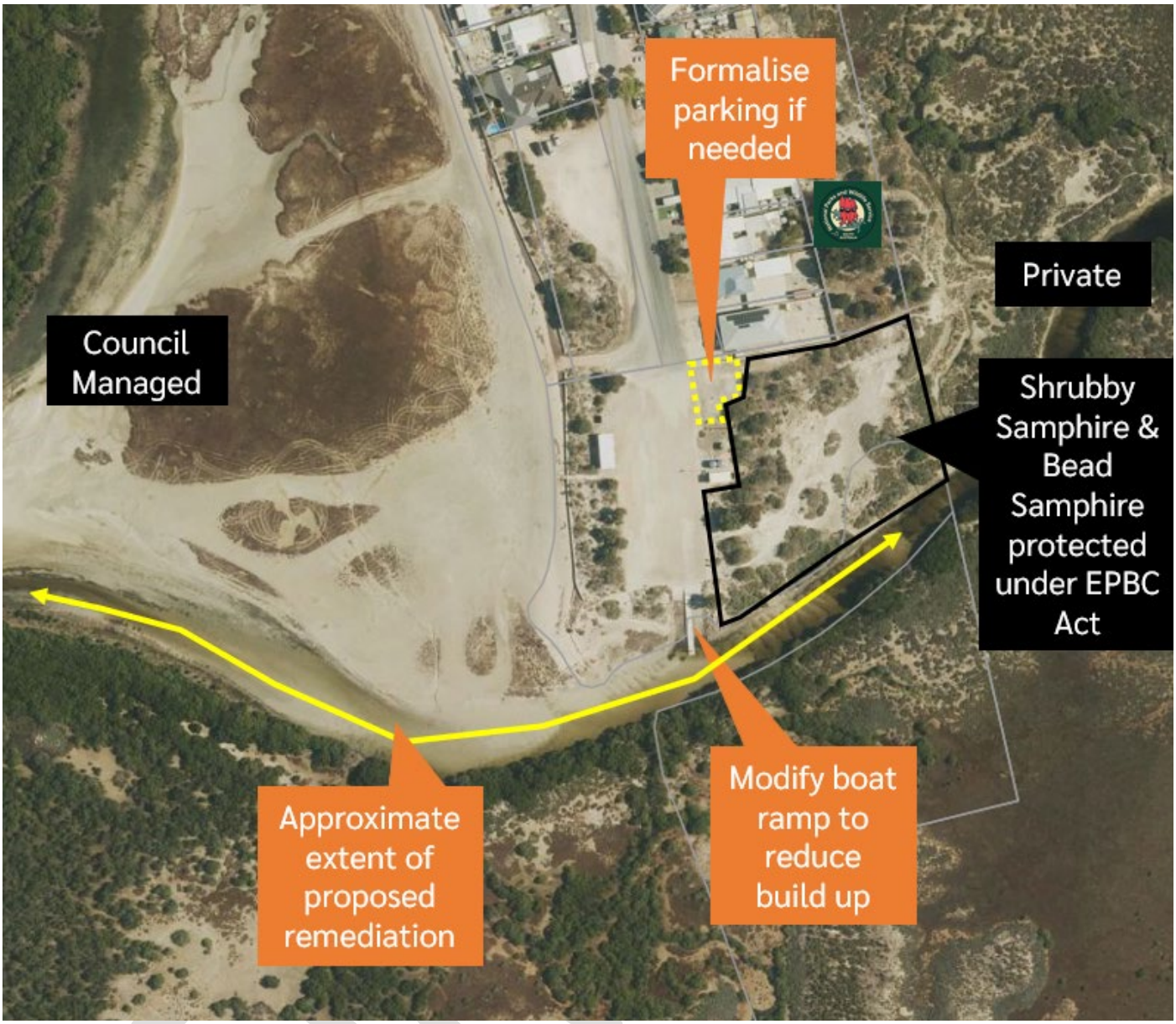


Figure 3 the proposal involves remediation of part of Salt Creek, boat ramp modifications and if needed, additional parking

The existing boat ramp was built and opened in 2010. In 2009, funding was secured. $100k from Department of Agriculture, Forestry and Fishery and $67.5k from the then Mallala Council which was matched by funds sourced via SA Boating Facilities Advisory Council.

The land that comprises Salt Creek, the boat ramp and car park area are Crown Land under Council's care and control.

Community Background

Over the last decade, local resident John Drexel amongst others has been instrumental in championing the proposal. John describes the objectives as follows (**bold** added to identify the benefits).

'Remove (dredge) loose sediment over a distance of 300-400 m from Salt Creek to return it to its **pre-1970 recreational amenity of deep water suitable for many types of water sports, including swimming, boating, kayaking and fishing.** Excavated material should be treated as a resource rather than as a waste product and **used for rehabilitation and revegetation** of the old Middle Beach shell grit pit, or other projects as specified by APC (e.g. Stage 2 carpark or levee construction).

Prepare a post-dredging creek-bank profile either side of the boat ramp to **allow safe and easy access to the water by family groups.**

Build the Stage 2 carpark to the east of the existing carpark **to accommodate the expected increase in ramp usage** after the creek is remediated.

Realign or reposition the boat ramp and rock abutments **to reduce or eliminate sediment and dead seagrass build-up** on the ramp.

Consider the effect of the man-made pumping chamber for the salt fields, 400 m east of the ramp, to determine the likelihood of too much water being taken from a remediated creek at low tide, thereby rendering the project less effective. A suggestion has been made to install a levee at the junction of Salt Creek and the pumping chamber to prevent water being taken from the creek when the tide falls to a predetermined level.'

May 2025 JF Drexel

Background

A presentation by John Drexel to the District Council of Mallala (DCM) in March 2013 highlighted the plight of Salt Creek at Middle Beach, resulting from infilling of the creek with sediment over the past half-century. This has severely impacted its recreational amenity, and rendered the boat ramp, opened in September 2010, as unserviceable at all but high tide. DCM (now APC) passed a resolution to form the Salt Creek Remediation Working Party (SCRWP) in May 2013. The working party laboured for several years, under different stewardships from the DCM, and made some progress before being dissolved in 2016-17 prior to final recommendations being tabled with the council.

Another presentation to the APC Infrastructure Committee by John Drexel in August 2023 highlighted the need to re-establish a working group to advance the project to a satisfactory conclusion. CEO The 23/10/2023 APC meeting noted the request to re-form the SCRWP.

The APC CEO arranged a meeting of partied interested in progressing the remediation of Salt Creek on 16/4/25. Attendees were CEO James Miller, Mayor Mark Wasley, Tom Jones, Mike Ravno, David Bailey, Eddie Stubing and John Drexel. The meeting resolved for the Mayor to put a proposal to the full council to advance the remediation project, and for John Drexel to assemble all data collected to date.

Importance

The population of the Northern Adelaide Plains is rapidly expanding, highlighted by the numerous large residential and industrial building projects under construction. Recreation is an important aspect of modern healthy life, and suitable amenities need to be planned and installed commensurate with the population increase. Bituminising of Middle Beach Road has put Middle Beach firmly on the map as a recreation and tourist destination within easy reach of suburbia. Salt Creek is a desirable amenity for family groups, and council needs to provide safe and accessible access to the creek, with water available at all tidal times.

Currently, seawater flows only into the creek over the shellgrit delta at the outer edge of the mangroves at a tidal height of approximately 1.5 m or higher.

Work to date

Table 1 accompanying this overview provides a chronological list of the key dates and main sources of information/data relating to studies carried out on Salt Creek. Itemised below are the main points. Early thoughts were to try to dredge from the vicinity of the original boat ramp around 1100 m to the outer edge of the mangroves. This was eventually determined to be environmentally unacceptable and prohibitively expensive. Costings and sediment volumes of around 70 000 m^3 provided for this early, more expansive exercise must not be woven into the current project to remove only the 4000 m^3 of loose shellgrit within 300 m of the new ramp.

- In 2007, a penetration (spear) test of sediment thickness in Salt Creek was carried out by Maritime Constructions, funded by the Mallala Foreshore Advisory Committee (MFAC; now dissolved).
- In 2014, a team of three SCRWP members (Mark Wasley, Malcolm Frost, John Drexel) and contractor Bobbie Rice extracted core from nine sites along the creek bed in the 400 m long area of interest and determined that the thickest accumulation of sediment (~2 m) is near, and eastwards from, the new boat ramp. The loose sediment thins to the west, and the original creek bed free of sediment is exposed ~200 m west of the new ramp. The core is stored at Middle Beach shack site 1790. The work was funded by the Two Wells Regional Action Team (TWRAT).
- On 30/3/2015, Perry Langeberg (Senior Information Officer (Heritage) Aboriginal Affairs and Reconciliation, Department of State Development) provided a letter stating that the Register of Aboriginal Sites and Objects has no entries for Aboriginal sites of interest at Middle Beach.
- In early 2015, Senior Research Scientist David Pezzaniti from Uni SA recorded water flow velocities at the Middle Beach ramp and found the maximum to be ~0.4 m/s during an incoming tide.
- In 2015, three cores were submitted to the CSIRO for analysis, including acid-sulphate, pH and heavy metal content. The conclusion was that it is highly unlikely that acid-sulphates will have formed anywhere in the area of interest as the pH is ~8 (i.e. circum-neutral). No indication was found of problematic heavy metals or other compounds. Dr Paul Shand, CSIRO Principal Research Scientist, provided a full core analysis which is available as an Excel spreadsheet, and prepared a brief report on the analyses.
- In 2015, Engineering Surveys Pty Ltd was contracted to prepare digital and hardcopy topographic plans of the area of interest along the creek and environs, as well as the old shellgrit pit ~1 km north of the boat ramp. The company estimated the volume of loose sediment in the creek in the area of interest as 3750 m^3, using the topographic, core thickness and spear testing data. The company estimated the capacity of the old shellgrit pit to contain material excavated from the creek at 15 000 m^3. The work was funded jointly by TWRAT and a DCM Community Partnerships Grant.
- In mid-late 2015, John Drexel met several times with Tom Benn (Senior Research Scientist) and Dr James Ward (Student Liaison) at UniSA, seeking student involvement in the project. Three Honours-level student projects were proposed at the time, including creek-bank restoration and ramp realignment designs. John Drexel gave a presentation to the students in late 2015 and followed up with a site visit. Some information was derived, but student input to the project was not followed up due to dissolution of the original SCRWP.
- In mid-late 2015, Alison Walker, a student studying environmental issues at Urrbrae TAFE, carried out three days of fieldwork at Middle Beach. She collated a baseline report on the existing fauna and flora in the area of interest. Her conclusions, however, left a lot to be desired, indicating that ecotourism should be the only development carried out at the beach, and that no further infrastructure should be built.
- Two local cutter-suction dredge operators (Tony Tiss and Des Grantham) attended SCRWP meetings for briefings and input. Approximate dredging costs were provided on 29/05/2017 by Andrew Bastek of Catfish Mini Dredgers (Victoria).
- In 2019, Malcolm Frost assembled a part list of approvals required before any remediation can commence.

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- On 28/5/2021, Water Technology provided a report to APC titled “Middle Beach boat ramp — hydrological modelling of Salt Creek”, which included suggestions to modify the ramp and environs to reduce sediment and dead seagrass build-up on the ramp.
- On 3/6/2022, John Lush, Alvin Jenkin and John Drexel met with DEW representatives April McInerny and Warrick Barnes to discuss the APC coastal areas. A brief mention was made of the proposed remediation of Salt Creek.
- On 27/4/2023, John Drexel, John Lush and Brian Andrew (President SARBC) met with Spiros Dimas (DIT Manager of Marine Assets) to discuss the proposed remediation project and to determine any assistance that might be available from the SA Government. Monies may be available through the SABFAC fund after a detailed project submission is lodged.
- On 26/3/2024, the first and only meeting of the revised SCRWP was held. Attendees were Tom Jones (APC), Kay Boon (APC Councillor), Eddie Stubing (APC Councillor), David Bailey (APC), John Lush, Tony Lange and John Drexel. Minutes from this meeting have yet to be distributed by the APC.
- On 30/5/2024, John Drexel gave a PowerPoint presentation outlining the remediation project to representatives of DEW and Flinders University. Reference was made to the pipefish colony in Salt Creek and asked if assistance could be provided to protect these fish in the event of dredging taking place. John subsequently emailed a request to Ryan Baring at Flinders University asking for a meeting to discuss this issue, but a reply has not been received.

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Watertech Report

Watertech undertook hydrological modelling of Salt Creek and the boat ramp in 2021.[4] The main findings were:

- Seagrass accumulation may be slightly reduced with a quay wall, but it will still slowly accumulate and require removal.
- Infilling issues may be alleviated in the short to medium term with dredging.
- Both options will require some degree of ongoing monitoring and maintenance, and should incorporate upgrading the rock banks with larger armour.
- Other options may also achieve these goals and provide additional amenity.
- An overall asset management plan for the above will help to understand costs and achieve a minimum level of service going forward.

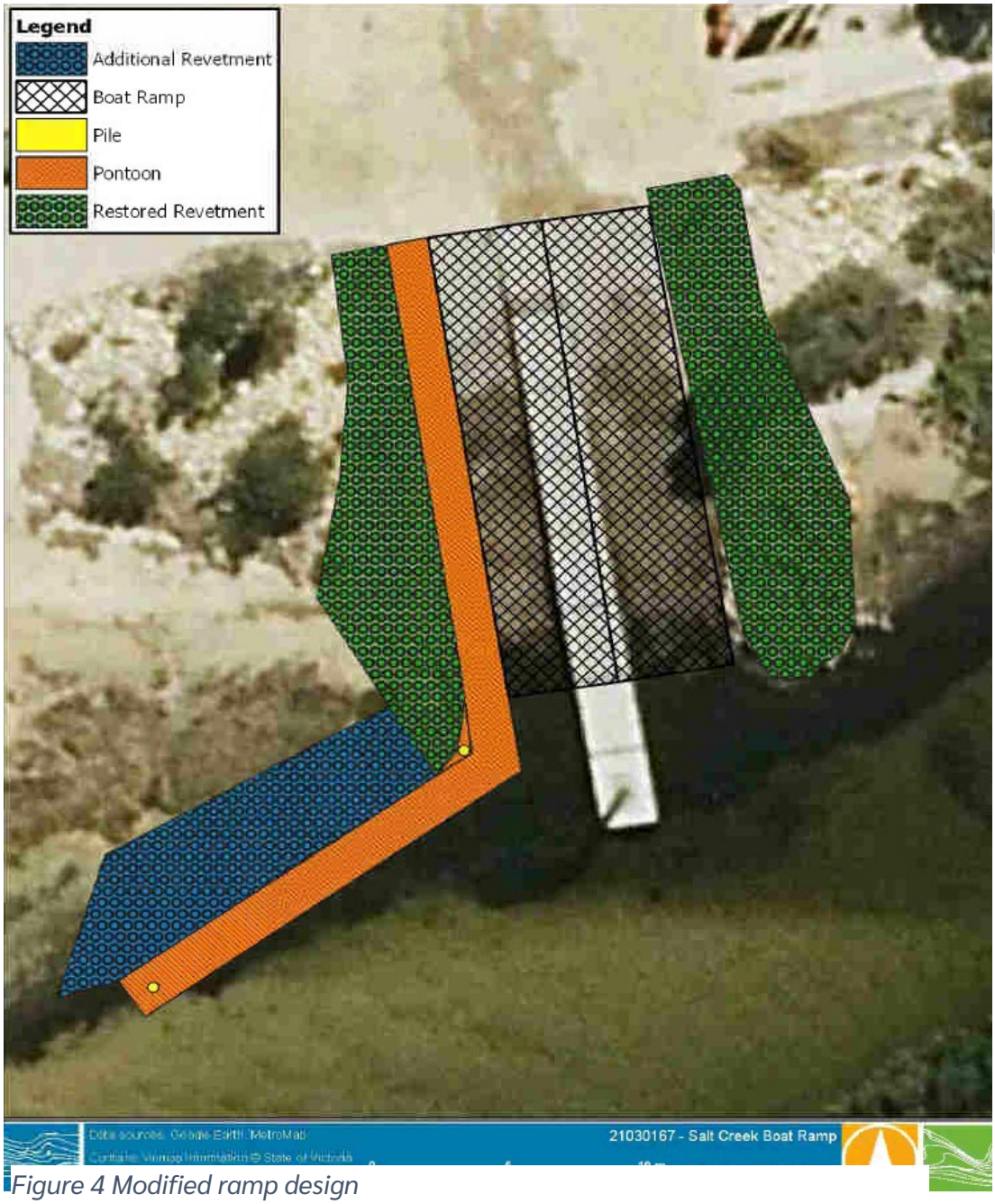


Figure 4 Modified ramp design

[4] Watertech Middle Beach Boat Ramp Hydrological Modelling of Salt Creek 2021

Approach

Envisaged Staged Approach

Whilst it's possible to remediate the creek separately from the boat ramp modifications, given both have environmental impacts which need technical investigation and approvals, at this stage, approach them as an integrated package.

Drawing on information gathered in the past as well as the 2021 Watertech report, in general terms, to progress the creek remediation and boat ramp modifications proposal, the project would need to be delivered in the following 5 stage approach:

1. **Permits, approvals and mandatory reporting** (including hydrological assessments, environmental management plans and planning documentation).
2. Subject to feedback from the relevant authorities, additional investigations may be required.
3. **Detailed design** and development of construction methodology.
4. **Construction works**.
5. Ongoing **monitoring and maintenance**, which based on the Watertech report, will involve ongoing removal of seagrass accumulation.

Completion of Stage 1 is a prerequisite, as subsequent stages cannot proceed until approvals are obtained.

Removal of sediment from the creek will require an Environmental Protection dredging and earthworks license, as well as authorisation from the Coast Protection Board to remove and place the sediment within the coastal zone.

The physical and chemical characteristics of the sediment will need assessment – such as for any contaminants - regarding the *Environment Protection Act 1993* and Practice Direction 14, requiring a contamination assessment, under the *Planning, Development and Infrastructure Act 2016.*

The sediment removal and boat ramp alteration works affecting Salt Creek as a watercourse will require a water affecting activity permit under the *Landscape SA Act 2019*.

The land is Crown land, and Council is likely to require Crown approval for the works.

Works to expand the car park to the northeast impact valuable native vegetation. Potential impact on Tecticornia vegetation needs consideration. This will require approval under the *Native Vegetation Act 1991*.

Assessments of the following will also be needed:

- Impacts to threatened residential and migratory species protected by the *Environment, Protection and Biodiversity Conservation Act 1999* (Australian Government) and *National Parks and Wildlife Service Act 1972* (SA Government).
- Potential impacts on Kaurna heritage (archaeological and anthropological).
- Likelihood of encountering acid sulphate soils.

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A development application is needed to seek planning consent and Development Approval, under the *Planning, Development and Infrastructure Act 2016*. Overall project management and communications and engagement are needed.

Cost Range Estimates

Technical investigations to secure the necessary approvals were reviewed by consultants in 2026. Consultants had expertise in securing approvals in sensitive coastal environments as well as coastal engineering. As is common, consultant teams formed. The consultants were requested to review the range of investigations, approvals and cost ranges.

This confirmed costs in the order of $130,000 - $250,000 for investigations and aprpovals. 1 consultant noted the officer prepared preliminary estimate for capital costs of $0.5-$1M 'appear reasonable and align with industry benchmarks for similar marine and dredging infrastructure projects'.

All consultants provided written advice. This advice is labelled Consultants 1 – 3 and summarised below. The consultants have not authorised the public release of their written advice.

Cost Ranges for Investigations and Approvals Stage			
Consultants	Lower $k	Upper $k	Next Steps as Recommended by Consultant
1	'The initial budget ranges provided for the investigation and approvals phases ($130k to $265k), as well as the preliminary capital cost estimates ($0.5M to $1M), appear reasonable and align with industry benchmarks for similar marine and dredging infrastructure projects.'		Bring business case forward (indicative cost of $50-90k)
2	121	256.5	Confirm approvals pathway (an indicative cost of $3500 is flagged for this task)
3	245	585	Prepare proposal

Consultants 1 propose that the business case be brought forward. They state 'While the general plan is sound, our primary recommendation is to bring the Options assessment and Business Case element forward to the absolute front of the project timeline, rather than addressing it concurrently with or after the broader technical investigations.

The options assessment may be lighter on in modelling (with modelling already demonstrating the proof of concept. But should investigate the *functional* trade-offs for ongoing dredging. The key objectives are:

- Reducing maintenance build-up in the ramp area, and
- Increasing access under lower tide conditions.

It is possible that doing these increases maintenance requirements elsewhere.

Developing a comprehensive, standalone Business Case early in the process is critical due to the following factors', which Consultants 1 title:

- Compounding maintenance costs

- Defining the benefit tipping point vs scalability
- Comprehensive cost and trade off analysis
- Early stakeholder and community alignment

With respect to the wide range of information gathered by community members over last 10 or so year, one consultant noted 'Some of this background information can feed into the approvals process. However, much will require verification or further work given the outdated nature of the documents.'

The below table is the officer estimate of costs to undertake investigations and approvals as between $130 and $265k (this is the table reviewed by consultants). This stage is central to determine subsequent capital costs to do the works, which "could" be $0.5 to $1M. Ongoing accumulation removal costs on an annual basis are not costed but could be above $100k per annum.

The purpose of documenting cost estimates is to paint a picture of what funds "could" be involved to balance that with the potential benefit for recreation purposes as well as risks.

Officer Estimated Cost Range for Investigations and Approvals. Subsequent capital works and ongoing annual accumulation removal activity are not costed.		
Investigations	Lower Cost Estimate (k)	Upper Cost Estimate (k)
Native Vegetation	$5	$10
Risk of Sediment Contamination and acid sulphate	$15	$30
EPBC/NPWS species impacts	$5	$30
Kaurna cultural	$5	$20
Hydrological modelling of sediment removal and boat ramp alterations, options and preferred	$30	$60
Prepare business case	$20	$30
Project and Communications Management	$10	$20
Investigations Total	$90k	$200
Approvals	Lower Cost Estimate (k)	Upper Cost Estimate (k)
Seeking planning consent and Development Approval which involves formal referral to Coast Protection Board and Native Vegetation, and EPA regarding risk of soil contamination Assume seeking EPA support foreshadowing dredging license is part of that process. Assume seeking DEW/relevant Minister support with foreshadowing separate water affecting activity permit Prepare basic planning report. Various fees	$15	$30
Dredging license (fee TBD)	$5	$5
Water Affecting Permit (fee TBD)	$5	$5
Crown approval	$5	$5
Project and Communications Management	$10	$20

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Approvals Total	$40	$65

Funding Sources

Funds to investigate and undertake works are not fully expected to be funded from Council rate base.

Other sources of funding could include

- State or Commonwealth Grants.
- Boating Facilities Fund. Minister for Transport decision maker, advice from SA Boating Facilities Advisory Council

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Appendix

Boat Ramps Northern Adelaide

Within Adelaide Plains, Playford and Salisbury council areas, boat ramps are at St Kilda and Middle Beach.

Boats can be launched further north within Adelaide Plains. This is at Thompson Beach and Parham and Webb Beach. Arising from the flat nature of foreshores in those settlements, boats are launched using jinkers. Whilst it is not illegal to launch a boat with a car, it is impractical in practice and rarely occurs.

St Kilda has multiple boat ramps enabling launching to a channel that is not tidal limited. This is unlike Middle Beach with a single ramp and tide limited channel. St Kilda also has a large car park and a kiosk with bait and tackle.

With around 4,500 boats registered in 2021 in Playford, Salisbury and Adelaide Plains, this had reduced to around 4,000 in 2025, possibly related to cost of living.

The combined population of a wider area being the Inner North, Outer North and Northern Plains and Barossa was around 0.5M in 2021. This is forecast to increase by 1.5 times, to some 0.75 to 0.8M by 2051. It is realistic to expect demand for boat launching to increase over that time, possibly by 1.5 times current levels of use.

Table 1 - Population and Boat Registrations

	Population		Boat Registrations [5]			
	Greater Adelaide	Northern Plains and Barossa, Outer North, and Inner North	SA	Playford	Salisbury	Adelaide Plains
2051 High	2.18M	808,979				
2051 Medium	2M	725,659				
24/25			51177	1592	2053	554
23/24			52103	1572	2081	534
22/23	1.56M		50,847	1479	1979	488
21/22			51133	1705	2267	531
20/21		500,099	54254	1711	2369	530
2018	1.35M					

[5] DIT data 2025

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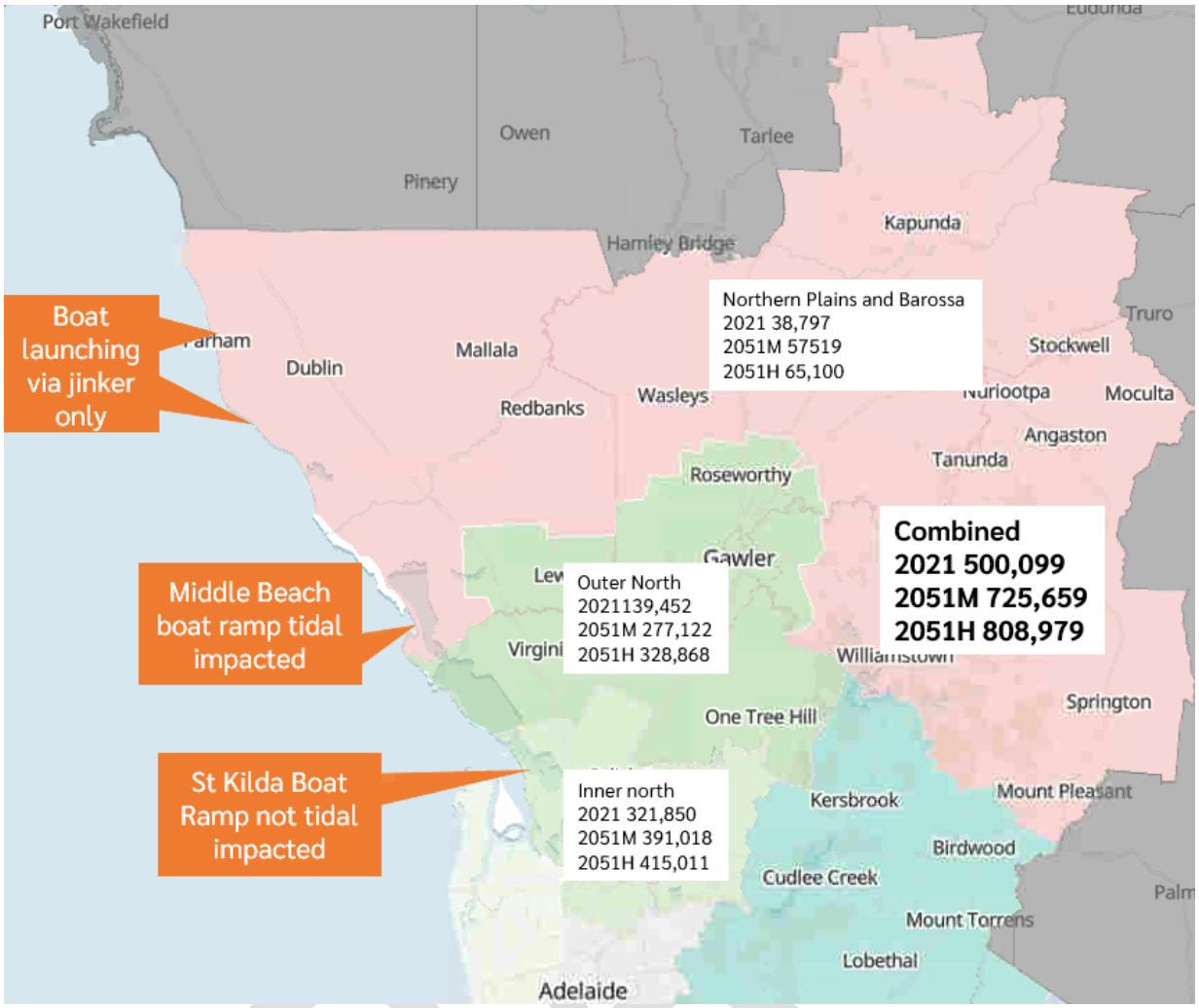


Figure 5 Anticipated population growth based on the 2025 Greater Adelaide Regional Plan

Swimming Northern Adelaide

Middle Beach is reported to be the only safe swimming hole/ beach between St Kilda and Port Wakefield. There are no public or business operated pools within Adelaide Plains. Several pools are located within the Playford Council area closer to Main North Road and at Gawler.

It is possible that with envisaged northern population growth in the long term, pools or extra swimming facilities will become viable. Increased swimming at Salt Creek could be part of this.

Strategic Plan 2025 - 2028

Council's Strategic Plan 2025 – 2028 contains an action "Salt Creek Remediation Middle Beach: work with interested groups to seek grant funding to prepare a proposal with professional expertise."

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2014 Needed Approvals and Permits Advice

Council's Assessment Manager confirms that the 2014 advice in principle remains accurate in 2026, noting some technical names are different in 2026.

Approvals:

Development Approval:

1. District Council of Mallala
   http://www.mallala.sa.gov.au/page.aspx?u=389
   Development Assessment Panel
2. Department of Planning, Transport and Infrastructure (marine channel authority)
3. Department of Environment Water and Natural Resources
   Coast protection Board
   http://www.environment.sa.gov.au/get-involved/grants-and-funding/Coastal_participation_grants
   Contact: DEWNRcoastprotectionboard@sa.gov.au

Permits:

1. Adelaide & Mt Lofty Ranges Natural Resources Management Board

   http://www.naturalresources.sa.gov.au/adelaidemtloftyranges/water/water-allocation-plans/permits-and-licences

   - A Water Affecting Activity Permit under the Natural Resource Management Act for works undertaken in water course (Section 127)
   - Approval for removal of native vegetation as defined under the Native Vegetation Act, 1991 at the re use site
   - Assess the impacts to threatened and migratory species protected Environment Protection Biodiversity and Conservation Act and National Parks Wildlife Service Act

Licences:

1. Environment Protection Authority
   http://www.epa.sa.gov.au/licensees/general_licences
   Dredging licence — material deposition permit
   (EP Dredging and Earthworks Licence)
2. Aboriginal heritage agreement and management plan

   From the ***Mesa Journal*** issue 2, 2014 we see a guide to help navigate the Aboriginal Heritage Process. A video is available to provide a step by step visual guide to the structures, protocols and procedures needed to respectfully help educate, understand and navigate the Aboriginal heritage process.

   http://vimeo.com/80713807

Further advice on the Middle Beach project was received as follows:

From: [redacted] (DPTI) [redacted]
Sent: Monday, 10 November 2014 6:20 PM
To: [redacted]@bigpond.com; [redacted]@Mallala.sa.gov.au
Cc: [redacted] (DPTI)
Subject: RE: Salt Creek - Middlebeach

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Hi [redacted]

It sounds like an interesting project. The proposed works will likely require development approval. The excavation and filling of more 9 cubic metres of material within coastal zone constitutes development (Development Regulation, Schedule 2). Refer to Development Act, 1993 and Development Regulation Act, 2008 for definitions, processes and exemptions. The Development Assessment Commission will refer the application to relevant agencies including DEWNR, EPA and DPTI.

Some of the environmental aspects and approvals that need to be considered are:

- Removal of solid matter from seabed or water course will require EP Dredging and Earthworks Licence
- Authorisation from Coast Protection Board to remove and place sand within the coastal zone
- A Water Affecting Activity Permit under the Natural Resource Management Act for works undertaken in water course (Section 127)
- Approval for removal of native vegetation as defined under the Native Vegetation Act, 1991 at the re use site
- Assess the impacts to threatened and migratory species protected Environment Protection Biodiversity and Conservation Act and National Parks Wildlife Service Act
- Potential impacts on Aboriginal Heritage (archaeological and anthropological)
- The likelihood of encountering acid sulphate soils
- Sediment characteristics physical and chemical (any contaminants present)

DPTI has a number of useful documents that will assist with risk assessments and interpretation of legislation on the DPTI public website. http://www.dpti.sa.gov.au/documents/environment?result_40034_result_page=1 . If you have any questions please feel free to give me a call.

Kind Regards

[redacted]
Environmental Officer
Marine and Bridge Assets /Project Directorate
Department of Planning, Transport and Infrastructure
L3 - 39; 77 Grenfell St, Adelaide 5000
[redacted]
[redacted] www. dpti.sa.gov.au

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