

**SOUTH COAST  
MARICULTURE**



## **Appendix 1**

# **Construction and Deployment Plan & Traffic Management Plan**

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## **BACKGROUND**

South Coast Mariculture (SCM)

South Coast Mariculture Commercial Shellfish Aquaculture Leases (SCMCAL)

State Significant Infrastructure Approval Application No: SSI-5657

Aquaculture Permit AP2554

Jervis Bay Aquaculture Leases AL15/001, AL15/002, AL15/003

## **1 INTRODUCTION**

The Construction and Deployment Plan along with the Traffic Management Plan have been prepared as a combined document as the two matters are interrelated.

The plans have been developed to identify and mitigate potential impacts associated with the decommissioning, construction, deployment and operational stages of the South Coast Mariculture Commercial Shellfish Aquaculture Leases (SCMCAL) and the use of vehicles and vessels during these stages. The Traffic Management Plan component also includes the daily operational traffic activities.

This plan has been updated to reflect the State Significance Infrastructure Approval SSI-5657-Mod-1 granted on 20 March 2025. Consent conditions have been modified to reflect the relocation and expansion of the three leases.

In accordance with consent condition C1, Deployment of Lease Infrastructure the Construction and Deployment Plan component of this document has been written to comply with and contain the following consent conditions:

- a. Be approved by the secretary at least one month prior to deployment
- b. Details of the species to be farmed
- c. Detailed plans of infrastructure to be used at each of the proposed leases, including the final lease layout and mooring plans and include the number, type and colour of buoys to be used at each lease site;
- d. Detail all reasonable and feasible design measures used to minimize the potential visual impact of the development from Callala Beach and Vincentia (including orientation);
- e. Detail the location of the land-based sites(s) for the construction or storage of lease infrastructure and indicative timeframe for all deployment activities.
- f. Include details on traffic, noise and waste management

- g. Describe the procedures that would be implemented to keep the local community and relevant agencies informed about construction / deployment activities; and procedures to receive and handle complaints.
- h. Describe the procedures to decommission any construction site, including the removal of all construction facilities and restoration of the site to its original state.

In accordance with consent conditions in schedules B to E of the South Coast Mariculture Project of the State Significant Infrastructure Approval SS1-5657-Mod-1, the Traffic Management Plan component of this document details the following:

- B1. South Coast Mariculture shall implement all reasonable and feasible measures to prevent and / or minimise any harm to the environment that may result from the construction, operation or decommissioning of the development.
- B7. A maximum of 150 surface support buoys are permitted to be deployed at Lease 1 (Vincentia AL15/003) (over a maximum area of 20 ha) unless additional surface buoys are approved by the Secretary in accordance with Condition C7.
- B8. A maximum of 50 ha in total of extensive aquaculture is permitted at Leases 2 (Callala North AL15/001) and 3 (Callala South AL15/002), including no more than 750 surface support buoys on each Lease.
- B10. The hours for vessel movements on the Lease site(s) is restricted to daylight hours unless in response to emergency incidents, such as severe weather or during deployment activities.
- B16. South Coast Mariculture shall ensure that all plant and equipment used for the development is:
  - a) maintained in a proper and efficient condition; and
  - b) operated in a proper and efficient manner

D15. During construction, deployment, operation and decommissioning of the development, South Coast Mariculture shall implement all reasonable and feasible noise mitigation measures, to the satisfaction of the Secretary.

E5. South Coast Mariculture shall prepare and implement a Community Stakeholder Plan for the development to the satisfaction of the Secretary. This plan must be approved by the Secretary prior to commencement of deployment and include:

- a) identification of all relevant community and other stakeholders;
- b) details of procedures and mechanisms used to inform the community (including local aboriginal communities) and stakeholders of the development's progress and potential employment opportunities;
- c) processes to receive and manage feedback and complaints; and
- d) phone, email and mail contact details for the development, including a 24 hour contact number

South Coast Mariculture undertook consultation with Transport for New South Wales (TfNSW) Services regarding its requirements for the establishment and operation of the SCMCAL.

## **2 SPECIES BEING CULTURED**

The main species being cultured is Blue Mussels (*Mytilus galloprovincialis*) but South Coast Mariculture plans to conduct pilot commercial trials to culture scallops, oysters and seaweeds in upcoming years.

The species of shellfish or other organisms to be cultured on the proposed leases will be species that naturally occur on the south coast of NSW. The following list is not exclusive. Other species may be cultured provided that the species to be farmed meets the criteria set out in the Jervis Bay Marine Park Zoning and Operational Plans and the general project approval.

### **2.1 Blue Mussels (*Mytilus galloprovincialis*)**

In Australia, mussel farming is undertaken in embayments in the southern states primarily on longline infrastructure. The Blue Mussel is the only marine mussel

species farmed in Australia. A number of other mussel species are cultured around the world both in embayments and open ocean sites.

Mussel aquaculture is currently undertaken in NSW in Twofold Bay where there are approximately 50 hectares approved for extensive shellfish culture. These mussels are cultured using longline systems on rope dropper lines. Twofold Bay has supported Jervis Bay mussel operations with spat (juvenile stock) in the past due to a variable Blue Mussel spatfall in Jervis Bay. This spat is sourced in accordance with conditions D1-D3 of SSI-5657-Mod-1 and in compliance with NSW DPI Biosecurity requirements.

Blue Mussel aquaculture represents the longest continuous aquaculture operation in Jervis Bay (1977 – 2008) and Jervis Bay provides ideal growing conditions for Blue Mussels with suitable depth, salinity and significant water movement.

## **2.2 *Scallops (Pecten fumatus and Chlamys asperrima)***

*Pecten fumatus* and *Chlamys asperrima* are distributed throughout southern Australia from mid NSW to mid-Western Australia, including Tasmania. Scallops are benthic organisms that are usually found at the surface of, or buried, in soft sand or muddy sediments at depths between 1 to 120 m.

Scallops have previously been commercially harvested from Jervis Bay and currently there is no commercial fishery for scallops as scallop and oyster dredging is now prohibited in Jervis Bay. Fisheries NSW researchers have investigated the aquaculture potential of scallops on longlines in Jervis Bay culturing and seeding some four million scallops.

Juvenile scallops caught from the wild or hatchery reared are usually grown to a market size in lantern cages and other suspended trays and baskets.

## **2.3 *Akoya Pearl Oyster (Pinctada imbricata)***

The Akoya Pearl Oyster has been cultured for pearls for centuries and is amongst the most widespread of the Pearl Oyster species. Akoya Oysters are found on areas of the eastern coastline of North and South America, the east coast of Africa, the Mediterranean and throughout the Indo-Pacific. Most notably, the Akoya Oyster is

found in Japan, where it has formed the basis of a multi-million dollar pearl industry.

In NSW commercial Akoya production has been undertaken in Port Stephens, Brisbane Water and Botany Bay with trial harvests of Akoya pearls produced in Jervis Bay. The natural range of the Akoya in Australia is from Shark Bay in the west, around the northern coastline and down the east coast as far south as Victoria.

#### **2.4 Sydney Rock Oyster (*Saccostrea glomerata*)**

The Sydney Rock Oyster occurs in estuarine areas and rivers from Hervey Bay Queensland to the Victoria/NSW border and in Albany (Western Australia).

Cultivation of Sydney Rock Oysters in NSW is generally carried out in riverine estuaries or shallow lagoons. There has previously been small-scale rack and tray aquaculture of Sydney Rock Oyster in Currambene Creek, Moona Moona Creek, Callala Creek and Cararma Inlet.

#### **2.5 Angasi / Flat Oysters (*Ostrea angasi*)**

The Angasi Oyster commonly known as Flat Oyster, naturally occurs along the entire coast of NSW and also occurs in southern Queensland, Victoria, South Australia and Western Australia.

Angasi Oysters have previously been commercially harvested from Jervis Bay in conjunction with scallop harvesting. Currently there is no commercial fishery for Angasi Oysters as scallop and oyster dredging is prohibited in Jervis Bay. Fisheries NSW research has developed hatchery and grow out techniques for this species and a commercial aquaculture industry is developing on the South Coast of NSW and in the southern States. Fisheries NSW research indicates that this species is suitable for subtidal culture on longlines with a reduced grow out time with this method compared to the intertidal infrastructure method.

#### **2.6 Other species**

Algae species and any other species that can be cultured without feed or nutrient input may also be cultured on the proposed leases under approval SSI-5657-Mod-1 providing that any other necessary approvals are granted from regulatory

stakeholders such as NSW DPI and NSW Marine Parks. However, only those species that naturally occur in the Jervis Bay region will be permitted for culture. The algal species being considered for culture are listed below. South Coast Mariculture will carry out a study to determine the endemicity of each proposed species prior to any progression towards culture.

## **2.7 Red Algae**

1. *Porphyra* spp. (columbia and lucassii as suggested species but there are other native species)
2. *Rhodoglossum* spp.
3. *Plocamium* spp.
4. *Solieria* spp. (E.g. *robusta*)
5. *Chondria* app. (E.g. *repens*)
6. *Champia* spp.
7. *Delisea pulchra*
8. *Gelidium* spp.
9. *Gigartina* spp.
10. *Gracilaria* spp.
11. *Grateloupia* spp.
12. *Hypnea* spp.
13. *Kallymenia* spp.
14. *Laurencia* spp.
15. *Nemalion helminthoides*
16. *Plocamium* spp.
17. *Asparagopsis armata* or *A. filiformis* (Just to have it there)

## **2.8 Brown Algae**

1. *Sargassum* spp.
2. *Cystophora* spp.
3. *Phyllospora comosa*
4. *Petalonia fascia*
5. *Hormosira banksia*
6. *Tinocladia* spp
7. *Myriogloea* spp.
8. *Colpomenia* spp.

9. *Padina* spp.

## **2.9 Green Algae**

1. *Ulva* spp.
2. *Codium* spp.
3. *Caulerpa filiformis*, *C cactoides*, *C flexillis*
4. *Chaetomorpha* spp.

## **3 LAND BASED SITES**

The land-based sites currently identified for the construction, vessel and infrastructure deployment, storage of equipment, operational base and staff office facilities are:

1. South Coast Mariculture Shed and Equipment Yard
2. Woollamia Boat Ramp
3. Mussel and Oyster Processing Facility
4. Jervis Bay Shellfish Market
5. Blue Harvest office, storage shed and maintenance shed

If any additional land-based sites are needed, South Coast Mariculture will progress these under a separate Part 4 application under the *Environmental Planning and Assessment Act 1979*.

### **3.1 South Coast Mariculture Shed and Equipment Yard (Site 1)**

The South Coast Mariculture Shed and Equipment Yard is located at Shed 1A, Erina Road, Huskisson NSW 2540 in the Huskisson Industrial Park approximately 2.5 km from Huskisson in the Shoalhaven Council area (Figure 1). The Huskisson Industrial Park services local and regional communities and the established businesses there have a range of operations including marine manufacturing, concrete production, storage facilities, scaffolding services, welding and electrical services. The South Coast Mariculture Shed and Equipment Yard is situated approximately 1.4 km from the Woollamia Boat Ramp and comprises a shed and yard complex plus staff office

and amenities, where vessels and lease infrastructure materials can be stored and maintained.

The site is subject to regular light and heavy vehicle traffic including over 3 staff cars along with vessel movements to and from the Woollamia boat ramps.



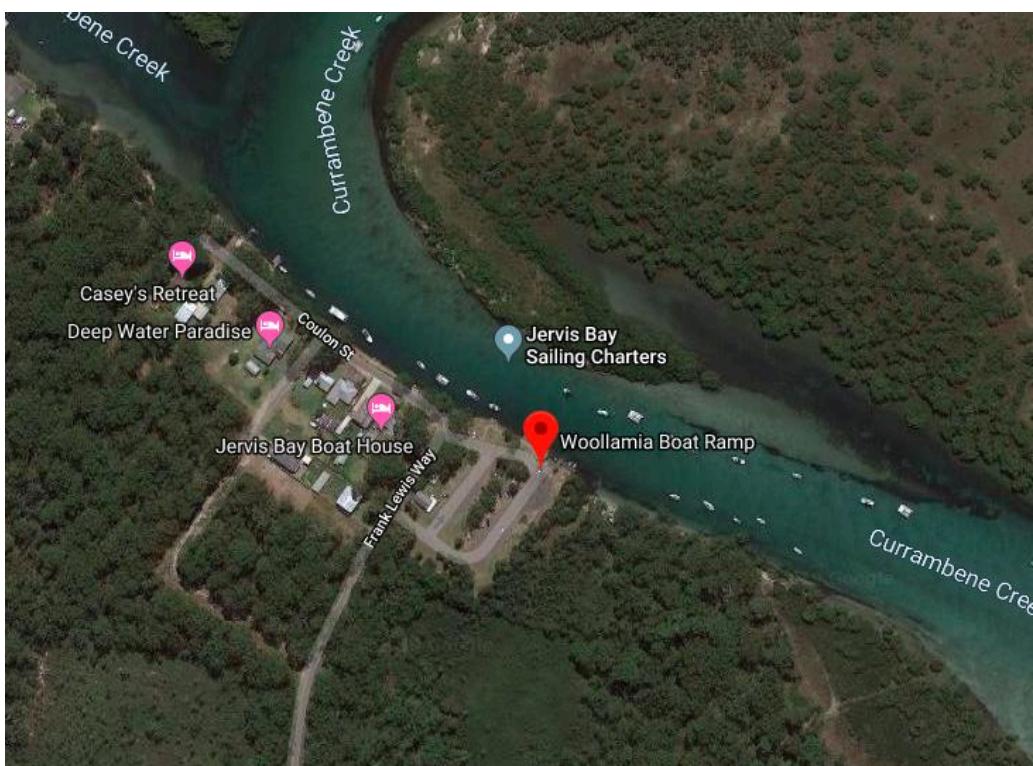
**Figure 1: South Coast Mariculture Shed and Equipment Yard - view from above (Source: Google Maps 2019).**

### **3.2 Woollamia Boat Ramp (Site 2)**

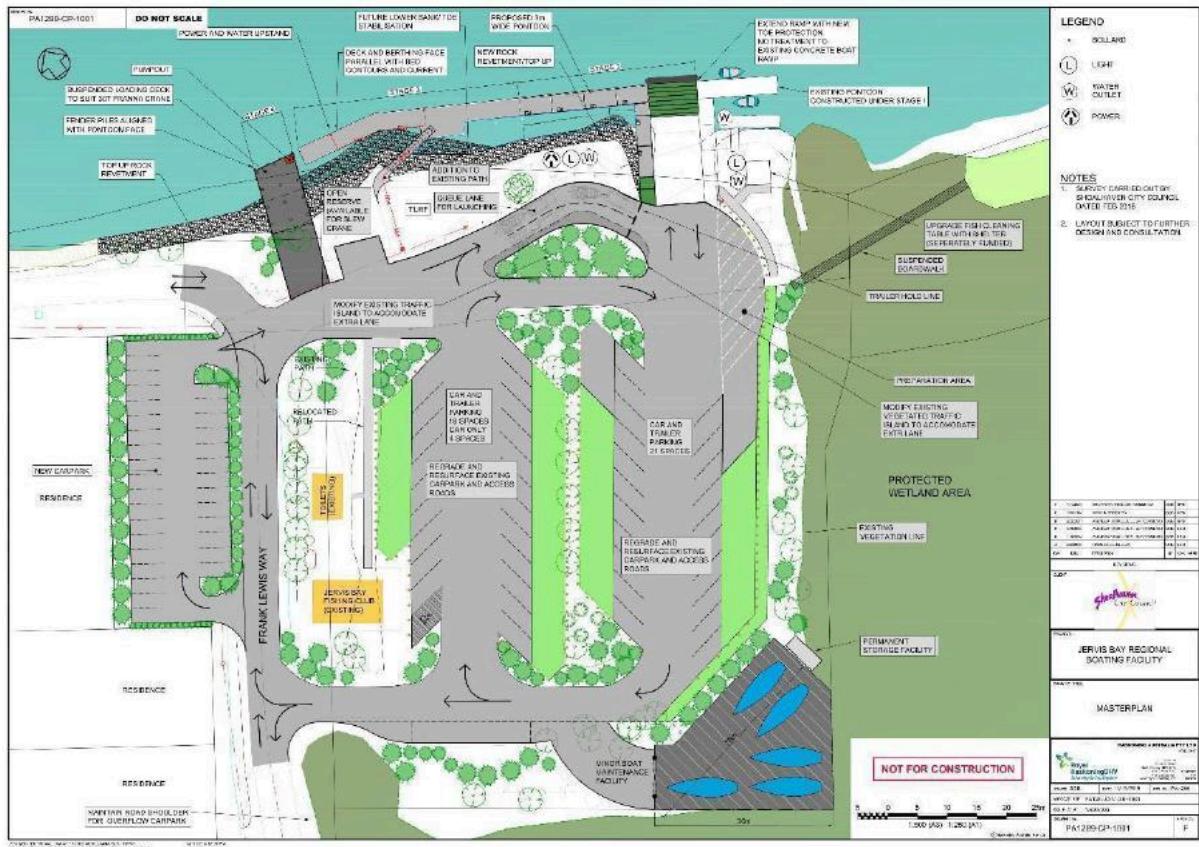
The land-based site at the Woollamia Boat Ramp (operated by Shoalhaven City Council) is located at 2540/2 Coulon Street, Woollamia NSW 2540. The public boat ramp is currently used for recreational and commercial boat launching and recovery in and out of Currambene Creek which flows into Jervis Bay. The boat ramp area is subject to vehicle traffic by people launching and recovering boats and also visitors using the recreation area and public rest facilities and pontoons for fishing.

The Shoalhaven City Council have recently built a commercial 30t loading wharf (Figures 2 & 3) and undertaken repairs of Woollamia Boat Ramp, which are both used by general members of the public, fishermen, boating enthusiasts and also commercial operators. South Coast Mariculture uses these facilities to launch and

recover vessels and for loading and unloading of lease infrastructure and product after completion of loading wharf construction in 2022



**Figure 2: Woollamia Boat Ramp (Source: Google Maps 2019)**



**Figure 3: Upgrade of Woollamia Boat Ramp including a commercial loading wharf (Source Shoalhaven City Council 2019)**

### 3.3 Processing Facility (Site 3)

The South Coast Mariculture mussel and oyster processing facility is located at 6 Bolton Road, Huskisson NSW 2540 in the Huskisson Industrial Park as shown in Figure 4. Once product is harvested it is cleaned, graded and packed for market at the facility. It is located 130m from the South Coast Mariculture equipment yard, directly behind the Jervis Bay Shellfish Market, next door Blue Harvest office and storage facility and 1km from the Woollamia boat ramp.

The site is subject to regular light and heavy vehicle traffic including multiple staff cars along with vessel movements to and from the Woollamia boat ramps.



**Figure 4: Processing Facility and Jervis Bay Shellfish Market located at 6 Bolton Road, Huskisson Industrial Park**

### **3.4 Jervis Bay Shellfish Market (Site 4)**

Jervis Bay Shellfish Market is located at Unit-1, 6 Bolton Road Huskisson, directly in front of the Processing Facility, as shown in Figure 4. This is a local shellfish market, making fresh shellfish available to locals on most days since December 2021. The site is subject to light vehicle traffic of tourists and locals, with peak periods of traffic during summer and summer holidays.

### **3.5 Blue Harvest (Site 5)**

Blue Harvest has a site office, storage shed and maintenance shed at 4 Bolton Road, Huskisson.

The site is subject to regular light vehicle movement among staff going to and from work.

## 4 TIMEFRAME FOR CONSTRUCTION AND DEPLOYMENT

The South Coast Mariculture Jervis Bay Mussel Lease development Stage-1,2 and 3 were completed as follows:

### **Stage 1. Callala North (AL 15/001)**

#### **Pilot Commercialisation April 2019 – Late 2020**

Pilot commercialisation to test the viability of culturing mussels in Jervis Bay across one lease site: AL15/001 Callala North

### **Stage 2. Callala North (AL 15/001)**

#### **Full Commercialisation Late 2020 onwards**

Full commercialisation of one lease site Jervis Bay AL15/001.

#### **In 2023, SCM undertook Stage-3 development as-**

### **Stage 3. Full Commercialisation March 2023 onwards**

Full Commercialisation of two leases in Jervis Bay AL15/001 and AL15/002

The expected timeframes for construction and deployment activities of Stage 3. Full Commercialisation of two leases in Jervis Bay AL15/001 and AL15/002 South Coast Mariculture- Jervis Bay Mussel lease have been listed in Table 1.

**Table 1: Expected timeframes for construction and deployment activities for Stage 3. Full Commercialisation**

Task	Expected Duration	Expected Timeframe
Construction of backbone ropes	14 days	March 2023
Assemblage of navigation buoys and mooring materials	14 days	March 2023
Installation of anchors and moorings	14 days	April 2023 & onwards
Installation of backbone ropes and buoys on lease	7 days	April 2023 & onwards

Assemblage of spat & grow-out lines	7 days	April 2023 & onwards
Setting of spat & grow-out lines on the lease	7 days	May 2023 & onwards
Commencement of spat collection operations in Two fold Bay and resultant mussel harvesting	60 days	August – September 2023

#### **Modifications: Relocation and Expansion of three leases**

Under proposed modification SSI-5657-Mod-1, the expected timeframes for decommissioning of the existing farm and construction and deployment of the new leases are yet to be finalised and are pending the outcomes of the Screw Anchor Management Plan.

The installation of proposed leases will be staggered based on SCM's need to fit in with existing operational activities i.e. harvest of existing stock prior to decommissioning.

**Table 2: Expected timeframes for decommissioning, construction and deployment activities for relocation and expansion of the three leases**

Task	Expected Duration	Expected Timeframe
Decommissioning existing backbone ropes	14 days	TBC
Removal of anchor warps (diver assist)	21 working days	TBC
Removing navigation buoys	4 days	TBC

Anchor Installation	TBC - awaiting Screw Anchor Management Plan	TBC
Installation of backbone ropes	TBC	TBC
Assemblage of navigation buoys and mooring materials	14 days	TBC

\*The above durations are all weather permitting

Table 2 will be updated as part of the next plan review. All deployment and construction activities carried out will be recorded and documented in the Annual Environmental Management report submitted to the Department.

## **5 TRAFFIC, NOISE AND WASTE MANAGEMENT**

South Coast Mariculture's land-based sites 1,3,4 and 5 are within a commercial or industrial precinct and result in traffic, noise and waste volumes that are typical of an industrial park. The proposed decommissioning and construction activities are not anticipated to have a significant increases in traffic, noise and waste levels as we will recycle backbone and anchor warps where possible and only use the existing SCM truck to move infrastructure. SCM's land-based sites 2 is a public access site with a wharf for commercial use only and will not result in significant increases in levels of traffic, noise or waste pollution.



Figure 5: South Coast Mariculture Truck (Source: South Coast Mariculture 2019)

### **5.1 Traffic**

Vehicular movements to provide goods and services to the land-based sites and vessels are expected to be the highest during the construction and deployment stage. The South Coast Mariculture truck (Figure 5.) will be used predominantly to supply required components for construction and deployment of the lease infrastructure, where the number of heavy vehicle movements is likely to be in the range of 1 to 3 movements per day to the Land Base Site 1 and to a lesser extent to Land Base Sites 2.

If a risk is identified regarding the heavy vehicular movements, traffic management procedures will be undertaken in accordance with NSW TfNSW requirements.

Once the lease infrastructure has been installed the number of heavy vehicular movements between these localities is expected to be reduced. Staff vehicular movements to the boat ramps will be maintained to a minimum by staff carpooling arrangements from Land Base Site 1.

During the decommissioning and construction stages the movement of vessels (Figure 6.) between aquaculture leases AL15/001, AL15/002 and AL15/003 and the land based facilities is estimated to be 2 - 4 return trips per day to decommission and install the lease infrastructure. These movements will be spread between the South Coast Mariculture Shed and Equipment Yard and the Woollamia boat ramp. All vessel

movements will be in accordance with NSW TfNSW marine safety legislative requirements vessel movement requirements.



**Figure 6: “Blue Revolution” 15m South Coast Mariculture Workboat**  
**(Source: South Coast Mariculture 2023)**

## 5.2 Noise

As outlined above the land based sites are located predominantly within commercial or industrial precincts and public use recreational / commercial areas. Noise impacts associated with the land based construction, deployment and management of the South Coast Mariculture Mussel Leases are unlikely to be significantly different to the existing commercial or industrial environment.

During the decommissioning and construction stage, the proposed hours of operation on the South Coast Mariculture Mussel Leases will be between dawn and dusk. The NSW DECC (2009) *Interim Construction Noise Guideline* will be referred to during the construction and deployment stage of the project to ensure compliance with all relevant provisions (Web Reference 1).

In addition, the *Protection of the Environment Operations Act 1997* (POEO Act) will be consulted during the decommissioning, construction and deployment stage which sets certain limits on noise emissions from vessels, motor vehicles and domestic use of certain types of equipment (Web Reference 1). Environment Protection Authority (EPA) is responsible for the regulation of noise from activities scheduled under the *POEO (Noise Control) Regulation 2017*.

Industry best practices for noise management will be employed during the decommissioning, construction, deployment and operation of the longlines to minimise the impacts of noise. Some examples of industry best practices include:

- Use of well-maintained sound suppression devices (e.g. barriers, baffles and mufflers) when operating equipment;
- Ensure machinery and vehicles are regularly maintained;
- Acknowledging concerns and complaints and aiming to resolve them cooperatively;
- Use courteous language in the vicinity of other waterway users;
- Ensure truck drivers are informed of designated vehicle routes, parking locations, acceptable delivery hours and other relevant practices e.g. no extended periods of engine idling and minimising the use of engine brakes;
- Maintaining good communication between the community and project staff; and
- Minimise the operation of site machinery, vehicles and vessels during early morning and early evening where practicable.

### **5.3 Wastes**

During the decommissioning, construction and deployment stage, the following industry best practice guidelines will be implemented and waste will be managed in accordance with SCM Appendix 5 Waste Management Plan.

- Waste will be classified according to *NSW EPA Waste Classification Guidelines* (Web Reference 2) and prevented or sorted into waste streams where possible;
- Waste materials will be reduced, reused and recycled where possible;
- A skip bin will be provided for general waste, cardboard and paper;
- All skips and containers will be well maintained to ensure they do not leak, will be labelled with their content and will be emptied on a regular basis to avoid overflow;

- No open or ground rubbish will be permitted;
- All domestic and industrial waste that cannot be reused or recycled will be disposed of into proper industrial bins for collection and disposal at a licensed offsite facility;
- All waste contractors and receiving waste facilities will be appropriately licensed (and/or Department of Agriculture approved);
- There will be appropriate signage, awareness and encouragement of staff and contractors to minimise waste generation and promote use of recycling practices;
- There will be compliance with all relevant Council guidelines and requirements; and
- There will be compliance with all relevant environment protection legislation.

## 6 NAVIGATION AIDS AND ANCHORING SYSTEMS

The layout illustrated in Figure 14 for navigation aids for the South Coast Mariculture Mussel Leases AL15/001 and AL15/002 will be approved by Transport for New South Wales(TfNSW) *and will be issued as TFNSW NSW Notice to Mariners*. SCM will repurpose the existing navigational markers to fit within these requirements. In accordance with the statutory requirements of the consent conditions, the anchoring system will also require a permit issued in accordance with the *Marine Estate Management (Management Rules) Regulation 1999* from NSW Marine Parks. The navigation aids and anchoring systems will be well in line with the minimum requirements of the TFNSW to ensure safe navigation of vessels around and adjacent to the leases.

The number of cardinal marks will reduce from 10 to 6 under the approved modification. The Australian Hydrographic Office will be notified of the location of the modification lease sites, a ‘Notice to Mariners’ will be issued and official charts will be amended. Notifications will be made to relevant authorities and the community to reflect these changes.

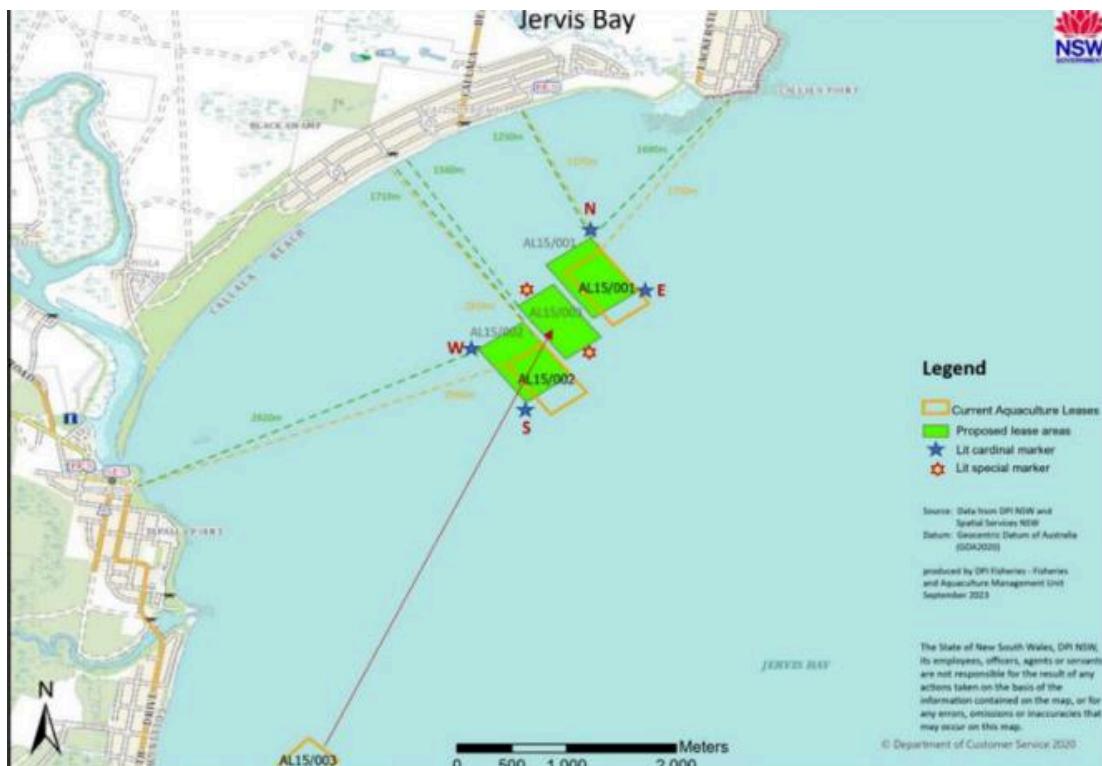


Figure 7: Map of current and proposed leases with navigation markers that will be used to mark boundaries (Source: NSW DPI, 2023)

### 6.1 Cardinal Navigation Markers



Figure 8: South Coast Mariculture cardinal navigation marker (Source South Coast Mariculture 2019)

The cardinal markers at the corner points of the leases (North, East, South, West) will be IALA compliant and be Spar Buoys (Figure 7). They will have dimensions of 4.8m x 500mm and be set to 1 nautical mile (1.8km) light visibility as per IALA and TFNSW requirements. All cardinal markers will have markings and light patterns in accordance with TFNSW and maritime standards requirements. The cardinal markers are also equipped with radar reflectors. All lights are checked every two weeks when water sampling and recorded in the ships log.

Each of the four cardinal buoys will have a specific buoy colour combination and day shape as follows:



Figure 9: North cardinal buoy



**Figure 10: East cardinal buoy**



**Figure 11: South cardinal buoy**



**Figure 12: West cardinal buoy**

The cardinal buoys will be anchored with concrete blocks with 16 mtr warps and chain. The flash pattern will comply with the following:

- Continuous fast flashes = north;
- Three fast flashes = east;
- Six short fast flashes and one long flash = south; and
- Nine fast flashes = west.
- South Coast Mariculture will adopt the recommendation from TFNSW for Quick (Q) flashing speed for Lease 1 Callala (AL15/001) and Very Quick (VQ) flashing speed for Lease 2 Callala AL15/002 to differentiate between the two leases for vessels.
- There will be two yellow light buoys at midway length for each Callala lease. These will use a 5 quick flash every 20 seconds flash character to distinguish these markers from the cardinal buoys.

## **6.2 Surface buoys – existing leases AL15/001 and AL15/002 and proposed leases AL25/003, AL25/004 and AL25/005**

During the pilot commercialisation at the Callala lease sites AL15/001 in 2019-2020, visual disturbance was minimised by using a larger number of 600mm diameter 80ltr subsurface buoys rather than a smaller number of larger 270 ltr buoys.

During the trial a maximum of 320 surface buoys per lease were used (well below the 750 maximum) and they sat 100 – 200mm above the water line rather than the consented 400mm. Similar surface float protocol will be followed for this deployment. The number of surface buoys under the modified approval will not change from the original application.



**Figure 13: 80ltr surface buoy**

### 6.3 Current and proposed lease locations

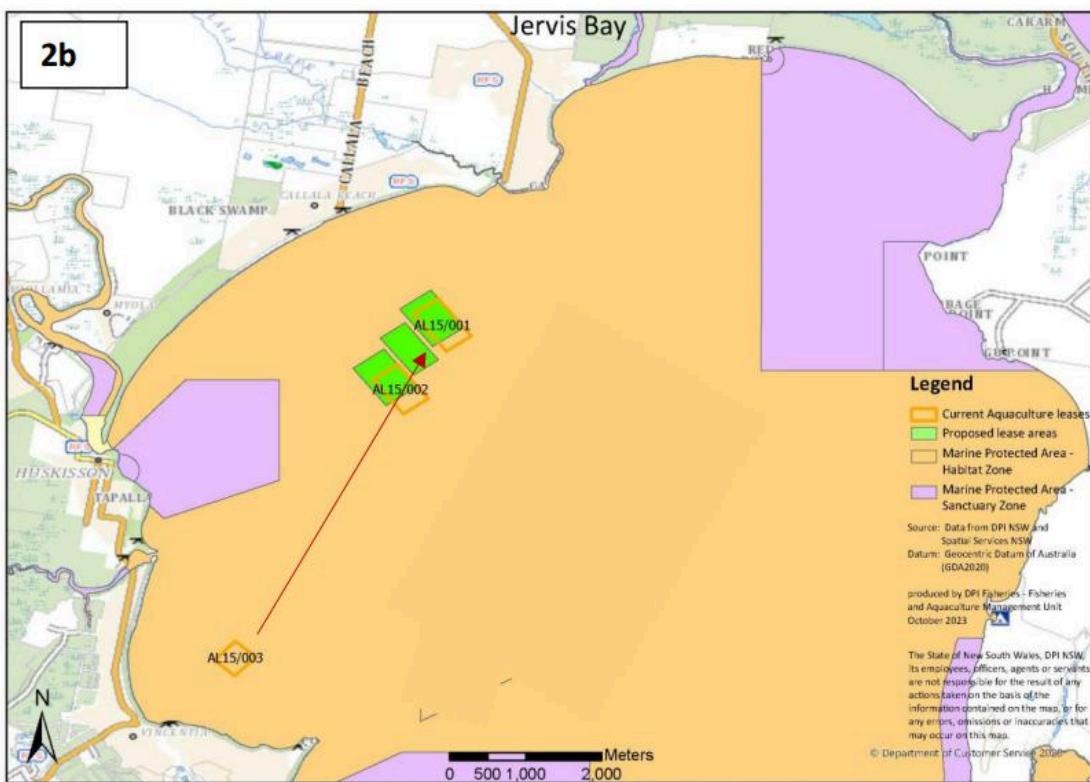
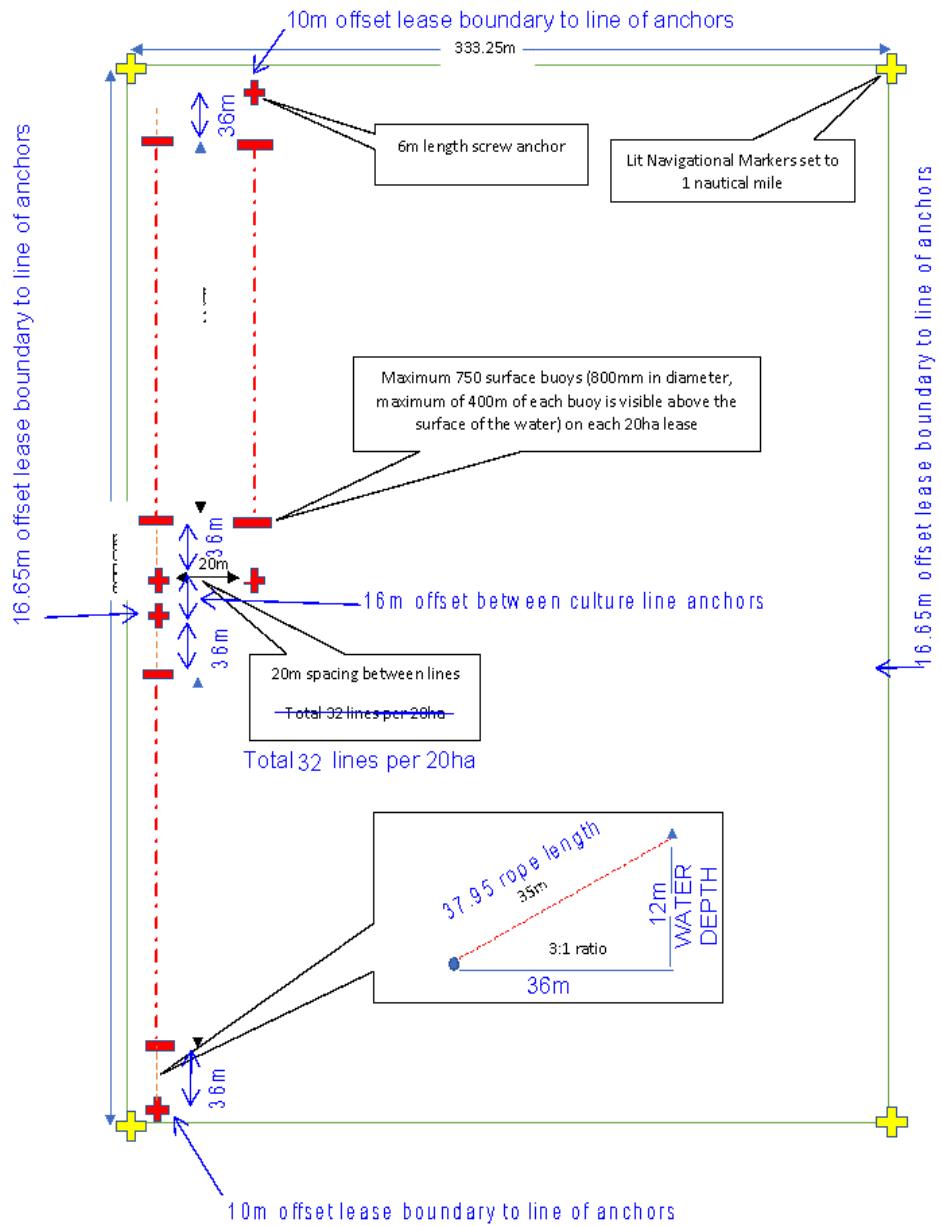


Figure 14: Maps of Jervis Bay showing the current location (orange outlines) and approved locations (green filled polygons) of the aquaculture leases in the context of the Jervis Bay Marine Park, Habitat Protection Zone (Source: NSW, DPI, 2023)

## Lease Diagram- Callala Beach 1&2, each lease 20ha

### Layout



**Figure 15: Layout of the existing Callala North and South Leases**

## **navigation aids and anchoring system (Source: South Coast Mariculture 2019)**

\*The proposed leases AL25/003 and AL25/004 to replace AL/001 and AL/002 will each have an area of 25ha instead of 20ha. The existing Vincentia Lease AL15/003 will be moved to the Callala lease area and sit between AL25/003 and AL25/004. This lease will be called AL25/005 and will increase from 10ha to 20ha.

Key for Figures 13

- = Screw anchor
- = Start of Mussel Line Surface Float
- = Navigation Marker

## **7 DEPLOYMENT OF INFRASTRUCTURE**

The initial deployment activities are to be undertaken on land at the South Coast Mariculture Shed and Equipment Yard Land Based Site 1 as it provides a suitable location.

The lengths of rope and chain that make up each anchor line are measured under tension and cut to length. The longest components are around 210 m metres which require the use of a large flat area on which a plastic liner can be laid down to prevent the ropes from chafing.

To make up the anchor line an anchor is attached to a length of chain and this is then attached to a length of rope.

### **7.1 Existing Lease Coordinates**

The existing lease GPS coordinates are listed below as per Plan of Aquaculture Leases AL15/001-

Point	Easting	Northing	Latitude	Longitude
1	291158.2	6122347.4	35.019972114° S	150.711017484° E
2	291523.7	6121871.5	35.024335551° S	150.714901300° E
3	291259.4	6121668.5	35.026110047° S	150.711955382° E

4	290893.9	6122144.4	35.021746520° S	150.708071649° E
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and AL15/002-

Point	Easting	Northing	Latitude	Longitude
5	290707.7	6121526.6	35.027274443° S	150.705876657° E
6	291077.6	6121054.2	35.031607417° S	150.709809591° E
7	290815.2	6120848.7	35.033404692° S	150.706883484° E
8	290445.3	6121321.1	35.029071627° S	150.702950628° E

## 7.2 Deployment

On completion of the rope work, infrastructure is loaded onto a vessel for deployment onto the lease site i.e. most of the longline infrastructure will be prefabricated on land then transported by vessel to the site for assemblage and installation. The vessel will travel to the lease and drop the mooring blocks for the cardinal navigation markers on precise GPS coordinates. Table 3 listed below identifies the current and proposed lease coordinate locations, backbone and surface buoy changes.

Table 3: Summary of deployment changes AL15/001, AL15/002 and AL15/003  
(Source: NSW DPI, 2023)

AL15/001 Callala Beach		To be modified?	Proposed modification
Project Element	Summary of current Project		
Size of lease area	20 hectares	Yes	Addition of 5 hectares resulting in a 25 hectare lease
Location	Coordinates: -35° 1' 11.899" 150° 42' 39.666" -35° 1' 27.615" 150° 42' 53.655" -35° 1' 33.944" 150° 42' 43.147" -35° 1' 18.228" 150° 42' 29.158"	Yes	Relocating slightly Northwest (1,370m from the shore to 1,250m). Coordinates: -35° 1' 31.889" 150° 42' 37.331" -35° 1' 16.200" 150° 42' 23.298" -35° 1' 8.184" 150° 42' 36.536" -35° 1' 23.879" 150° 42' 50.561"
Backbone	32 lines 120x 210 m of line used as longline backbone Up to 4 screw anchors per line	Yes	40 lines x 210 m of line used as longline backbone Up to 4 screw anchors per line
Surface buoys	750 approved Black colour	No	The number of surface buoys will not exceed what is currently approved. Black colour remains

AL15/002 Callala Beach

Project Element	Summary of current Project	To be modified?	Proposed modification
Size of lease area	20 hectares	Yes	Addition of 5 hectares resulting in a 25 hectare lease
Location	Coordinates: -35° 1' 38.188" 150° 42' 21.156" -35° 1' 53.796" 150° 42' 35.324" -35° 2' 0.206" 150° 42' 24.887" -35° 1' 44.597" 150° 42' 10.720"	Yes	Relocating slightly Northwest (1,920m from the shore to approximately 1,710m from the shore) Coordinates: -35° 1' 56.639" 150° 42' 17.533" -35° 1' 41.031" 150° 42' 3.365" -35° 1' 32.948" 150° 42' 16.549" -35° 1' 48.571" 150° 42' 30.703"
Backbone	16 lines (32 when at full development) x 210m used as longline backbone Up to 4 screw anchors per line	Yes	40 lines x 210m of line used as longline backbone Up to 4 screw anchors per line
Surface buoys	750 surface buoys approved Black colour	No	The number of surface buoys will not exceed what is currently approved. Black colour remains

AL15/003 Vincentia to be moved to Callala Beach

Project Element	Summary of current Project	To be modified?	Proposed modification
Size of lease area	10 hectares	Yes	Addition of 10 hectares resulting in a 20 hectare lease
Location	Coordinates: -35° 3' 35.483" 150° 41' 13.244"; -35° 3' 42.122" 150° 41' 21.910"; -35° 3' 49.960" 150° 41' 13.027"; -35° 3' 43.321" 150° 41' 4.361".	Yes	Moving from Vincentia to Callala, positioned between AL15/001 and AL/002 (650m from the shore to 1,560m from the shore) Coordinates: -35° 1' 37.432" 150° 42' 39.679" -35° 1' 43.902" 150° 42' 29.145" -35° 1' 28.303" 150° 42' 14.987" -35° 1' 21.833" 150° 42' 25.521"
Backbone	Nil	Yes	32 x 210m of line used as longline backbone Up to 4 screw anchors per line
Surface buoys	Nil currently in situ, 150 approved Grey colour	Yes	The number of surface buoys will not exceed what is currently approved. Buoys will be black in colour



Figure 16: The top shows screw anchor with plate and bottom shows screw anchor inserted into benthic floor. (Source: NSW DPI, 2023)

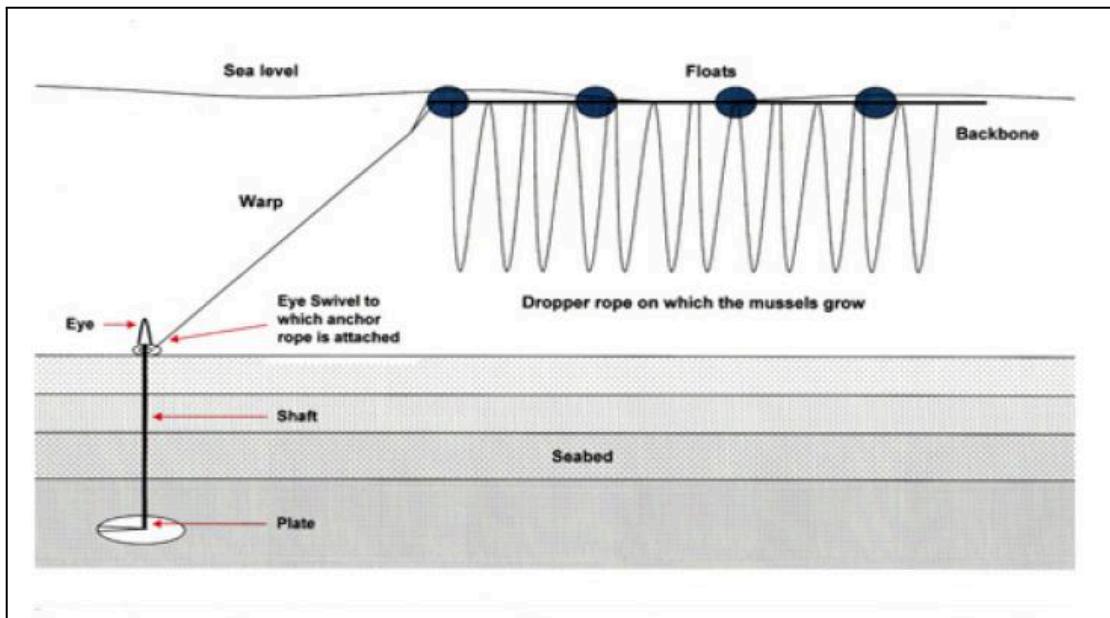
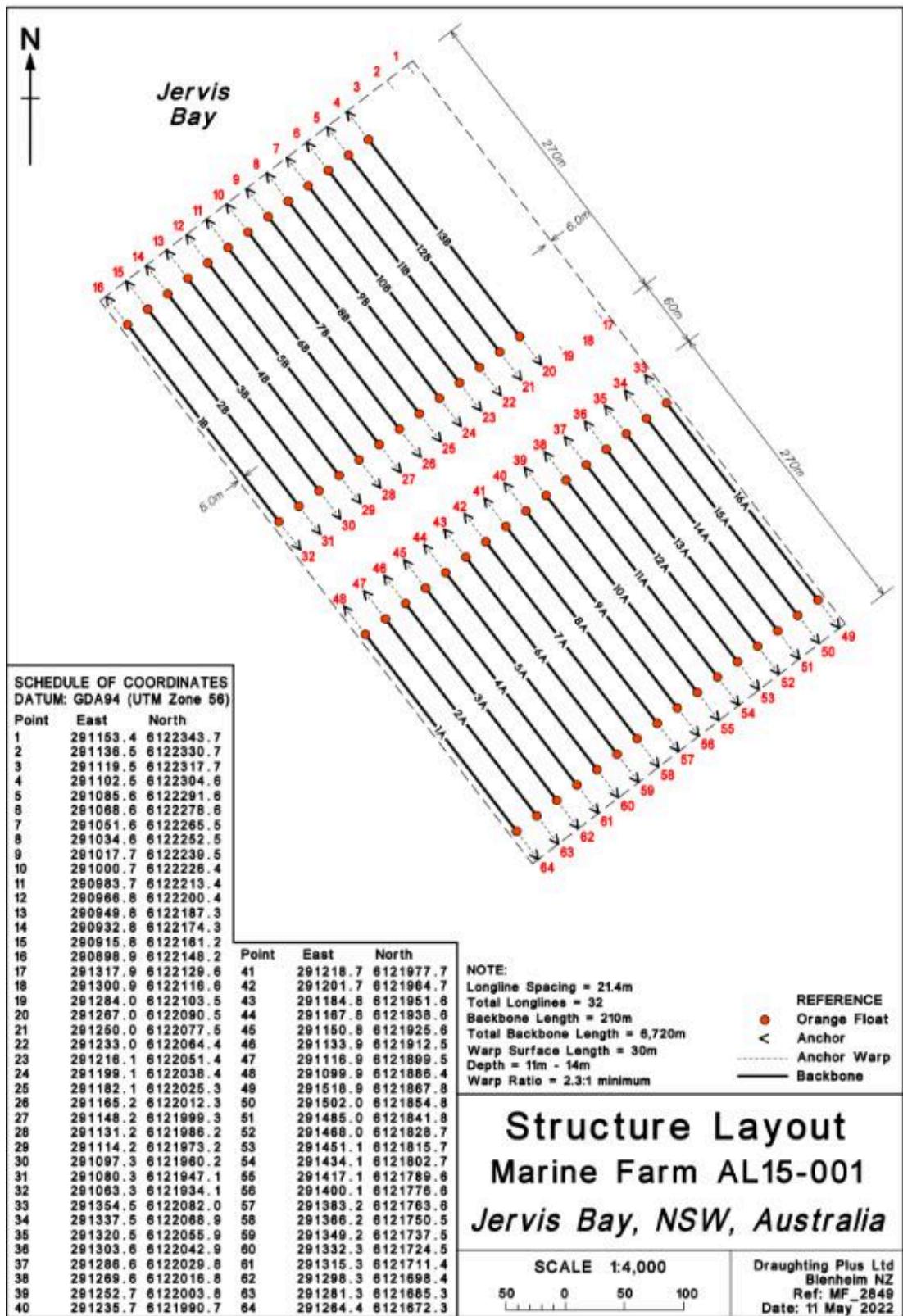


Figure 17: Example of the screw anchor mussel mooring system SCM currently uses and will be using for the new leases (Source: South Coast Mariculture 2019)



**Figure 18: Existing layout of longline system at Callala North lease AL15/001 and Callala South AL15/002 (Source: SCM, 2022).**

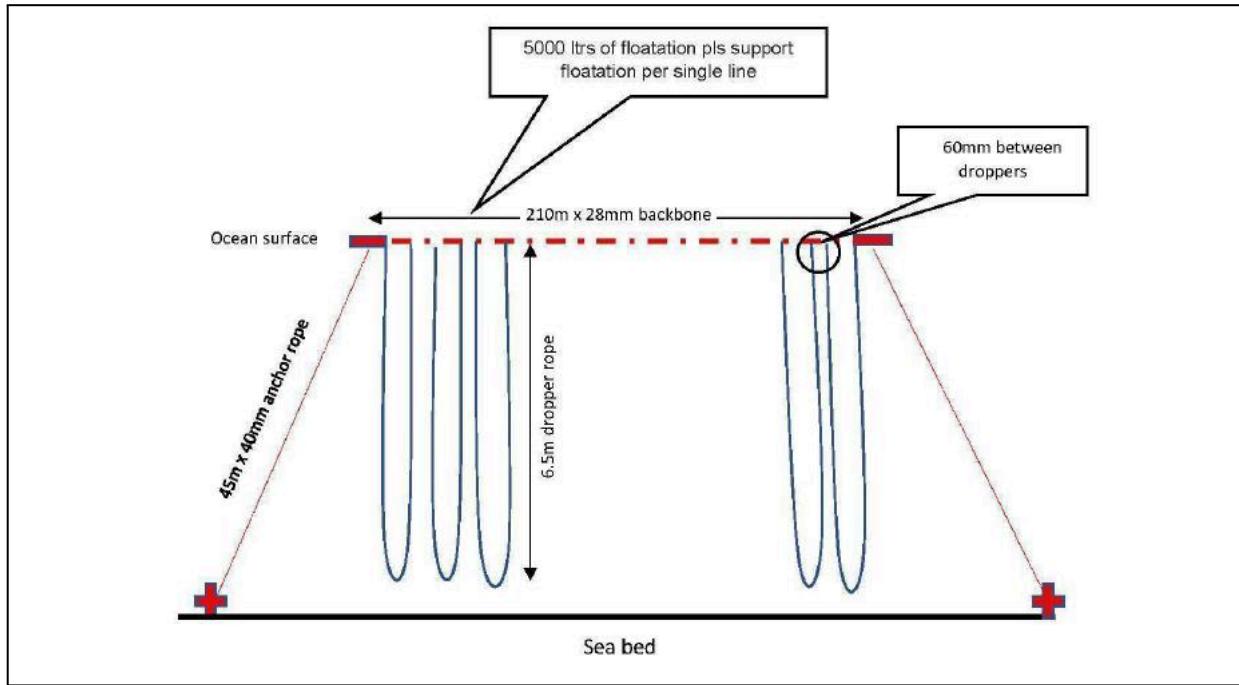


Figure 19: Side view of existing and proposed longline anchor and buoy system  
 (Source: South Coast Mariculture 2019)

## 8 VISUAL IMPACT

A number of design features have been used to minimise the visibility of the longline infrastructure, including the use of dark coloured buoys, the use of smaller buoys at the Callala Leases (AL 15/001 and AL 15/002); at 600mm the surface buoys are smaller in diameter than the consented 800mm surface buoys, minimising and streamlining surface infrastructure to improve visual amenity, maximising subsurface infrastructure and maintaining a low profile. Our service vessels are similar to existing fishing, dive and whale / dolphin watching vessels that frequently navigate within Jervis Bay and are visible from Callala Beach and Vincentia.

The relocation of AL15/003 is expected to reduce the potential for visual impact/amenity of aquaculture operations on Vincentia residents and waterway users. The current lease is approved for 650m from the public shoreline which will instead be 1,560m when moved to Callala. The other two leases will be moved a maximum of 210m and 120m (AL15/001, AL15/002 respectively) closer to Callala Beach. Given their current distance from shore, and difficulty in seeing the lease infrastructure in its

current position, this will have a negligible impact. During the preliminary community consultation, this shift to move the leases closer, was not considered a risk to visual amenity.

The proposed modification will not increase the number or size of the surface buoys currently approved.

The visual impact is therefore considered to be low.

## **9 BREAK AWAY RESPONSE PLAN**

The response plan to the breakaway of aquaculture equipment has been summarised in Table 6. Moored equipment (e.g. buoys and ropes) will be marked with the South Coast Mariculture name so that local management staff can be alerted if the equipment moves outside of the control zone within the lease.

**Table 4: Emergency Protocol for equipment breakaway (Source: AMSA & NSW DPI 2016)**

EMERGENCY PROTOCOL		
BUOY / NAVIGATION AID/ MOORING BREAKAWAY		
Marine Operations Manager	Farm Technician (master/coxswain)	All crew

<ul style="list-style-type: none"> <li>▪ Assess situation</li> <li>▪ Notify appropriate authorities (i.e. Transport for New South Wales (TfNSW)) <ul style="list-style-type: none"> <li>○ What equipment</li> <li>○ Likely position</li> <li>○ If it is a perceived hazard</li> <li>○ Recovery plan</li> </ul> </li> <li>▪ Coordinate recovery operations</li> <li>▪ Recover equipment and move to lease or safe location</li> <li>▪ Record the incident as soon as practicable</li> </ul> <p><b><i>Immediate assistance:</i></b></p> <p>Local VTS (VHF 16) Emergency Services (000) Transport for NSW 13 12 36</p>	<ul style="list-style-type: none"> <li>▪ In charge of recovery activities</li> <li>▪ Assess damage</li> <li>▪ Inform Marine Operations Manager of situation</li> <li>▪ Record and prepare incident report</li> </ul>	<ul style="list-style-type: none"> <li>▪ Inform Farm Technician of any identified issues</li> <li>▪ Assist in recovery activities</li> </ul>
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If this was to occur the following actions would be undertaken:

- NSW TFNSW and NSW DPI Marine Parks Manager will be immediately notified of the breakaway by the responsible person (Marine Operations Manager or their delegate);
  - This information must include details of the equipment, likely position, perceived hazard and plan to recover;
- The Marine Operations Manager or delegate will take action to safely and expeditiously recover the equipment either to lease or a safe location;
- Any breakaway will be investigated and a formal report will be prepared. This will include but not be limited to the following:

- The assessed cause(s) of the breakaway;
- Corrective actions to manage future risk; and
- Timeline for the implementation of corrective actions.

## 10 INFORMING THE COMMUNITY

A Community Stakeholder Communication Management Plan (See Appendix 2) has been prepared to provide the mechanisms for disseminating information regarding the South Coast Mariculture Mussel Lease during its operation. The following information relates to the communication of information regarding construction and deployment activities.

### 10.1 *Communication Tools*

The key communication tools to allow the community access to information about the construction and deployment stage of the South Coast Mariculture Mussel Lease is via the following web link:

- <https://blueharvest.com.au/contact-us/>
- Regular updates will be posted on this website. Additional communication strategies for the South Coast Mariculture Mussel Lease will include:
  - Social and traditional media news updates;
  - Development of an email distribution list;
  - Participation at relevant stakeholder meetings, in particular
    - Shoalhaven City Council
    - Callala Beach Progress Association
    - Vincentia Ratepayers and Residents Association
    - Huskisson Woollamia Community Voice
    - Jerrinja Aboriginal Land Council
    - Jervis Bay Recreational Fishing
    - Jervis Bay Recreational Diving
- Contributing to local tourism events to provide advisory information; and

- Linking with local businesses to support economic opportunity either through provision of services or as outlets for product produced at the South Coast Mariculture Mussel Lease.

SCM has been in communication with state and federal government departments and bodies such as NSW Dept. of Primary Industries and Regional Development (DPIRD), NSW Food Authority, Marine Parks Authority and the Royal Australian Navy in relation to the relocation of leases. Community engagement occurred in 2024, led by DPIRD to discuss the modifications and changes to the existing lease infrastructure which included an extensive consultative period with key stakeholders and local community groups.

## 11 MARITIME SAFETY ISSUES

It is a Transport for New South Wales (TfNSW) Services (NSW TFNSW) requirement that the extremities of aquaculture leases are marked with appropriate navigational marks as outlined above. In the marine environment these marks are required to be lit and the leases must be marked on navigational charts to aid safe navigation. The SCMCAL lease navigation markers are in line with minimum TFNSW requirements for navigation markers.

To ensure that official navigation charts and other relevant publications and maps will be amended to include the location of the South Coast Mariculture Mussel Lease/s, the Australian Hydrographic Office and NSW TFNSW will be notified of the coordinates of the lease area once the sites have been finalised. In addition, a 'Notice to Mariners' will be issued (reference SO1934) and as required by consent conditions, SCM will notify Roads and Maritime Services (RMS), council, Jervis Bay Tourism i.e. waterway users including tourist operators, recreational boating groups and Marine Rescue NSW of navigational markers and suitable advisory material on lease locations.

Navigation safety in the area of the South Coast Mariculture Mussel Lease/s will also be maintained by ensuring that all staff partaking in marine vessel transport obtain relevant licences and qualifications, undergo regular training and abide by NSW TFNSW regulations and the *Australian Aquaculture Code of Conduct*. The Code of Conduct specifies that aquaculturists can respect the safety and rights of other

waterway users by recognising their needs, promoting methods to minimise user conflicts, encouraging consultation with all waterway users to enable concerns to be identified and resolved, promoting goodwill in the community and providing opportunities for education.

## **12 COMPLAINTS HANDLING PROTOCOLS**

South Coast Mariculture Pty Ltd is required to establish complaint handling protocols under its conditions of consent. Local Councils will be informed of the procedures so that on receipt of any complaints they are able to redirect issues to the appropriate regulatory departments. The Complaints Handling Protocols will include:

- A contact number and a site contact person who manages complaints; the Operations Manager will be the site contact person managing complaints.
- A complaints register (See Attachment 1);
- Proposed mitigation measures and follow up with the complainant;
- Contingency measures when repeated complaints are received including provisions for additional monitoring and amelioration measures;
- Compliance performance agreements with residents; and
- Reporting procedures to relevant government agencies or Council.

Complaints about the construction site or operations of the South Coast Mariculture Mussel Lease/s can be registered via the following options:

- South Coast Mariculture
- *Mail: 1A Erina Road, Huskisson 2540*
- *Website contact us page: blueharvest.com.au*
- *Hotline: 1300 370 443 or local number 02 90710132 \*Please note that our phone number has recently changed.*
- *After hours emergencies only: 0400 696 396*

Complaints will be communicated by the Operations Manager to the South Coast Mariculture operations team that includes the Environmental Officer and CEO. The nature of each complaint will be discussed internally and investigated. A response to the complaint will be determined and put in writing to the complainant and appropriate mitigation measures or corrective actions will be implemented.

## **12.1 Complaints Register**

The complaints register is maintained by South Coast Mariculture (See Attachment 1). The register will list information such as the following for feedback and complaints:

- Date;
- Person/s receiving the complaint;
- Name, address and contact phone number of person(s) making the complaint;
- Specific details of the nature of the complaint; and
- Action undertaken in response to the complaint.
- A record will also be made about whether the complaint originated from normal operational procedures, an 'incident' or occasional procedure;
- If from occasional procedures, discussions should be held with complainants regarding whether it was the timing or nature of the impact and how the impacts can be better managed. In many cases an agreement can be reached between parties regarding procedures, timetables, duration and intensity;
- If it resulted from normal operation procedures, these procedures should be reviewed in discussion with the relevant approval authorities.

A summary of the complaints register will be included in the Annual Report that will be submitted to the Director-General. The complaints register is made publicly available on the South Coast Mariculture website (*Web Reference 5*) and will be updated as required:

<https://blueharvest.com.au/wp-content/uploads/2025/03/internal-feedback-and-complaints-register-june-2024-.docx-1.pdf>

## **13 DECOMMISSIONING AND RELOCATION OF THE EXISTING LEASES**

Decommissioning of the existing South Coast Mariculture Mussel Lease/s will occur through a staged approach. This is yet to be confirmed based on the outcomes of the Screw Anchor Management Plan and planning for the existing season's stock on the leases. A Screw Anchor Management Plan is being drafted to manage the existing screw anchors which will be *left in situ*. All other infrastructure will be recycled and reused where possible for the relocated lease sites.

Relocating the existing leases will involve cessation of operations and the controlled process of safely retiring the site from that specific use. Specific decommissioning

activities will be employed to ensure the safety and reduction of health risks to the general public and the environment (Web Reference 3).

As per consent conditions stated under SSI-5657-Mod-1South Coast Mariculture will ensure that the lease areas are cleared of all infrastructure including all moorings and longlines within one year of cessation of operation.

A detailed Decommissioning Management Plan will be provided to the NSW Department of Primary Industries – Fisheries to be approved by the Secretary one month before the commencement of the decommissioning process. The plan will:

- Be approved by the Secretary one month prior to decommissioning the development.
- Include a schedule for the orderly decommissioning of the development.
- Include procedures for the notification of the boating public, TFNSW or any other relevant Government agency of the decommissioning and removal of any structures including the timing of removal.
- Include procedures to be implemented for the safe removal of any structures.
- Include measures to mitigate any environmental impacts associated with the removal of the development including but not limited to the disturbance of sediment and potential ecological impacts; and
- Include details of monitoring that would be undertaken during and following the removal of the development.

### **13.1 The Decommissioning Process**

Certain actions will be required before the decommissioning of the South Coast Mariculture Mussel Lease/s construction site can take place. The decommissioning process as described by AMMA (2016), may include the following:

- *Decontamination (if applicable)* – All hazardous objects, containers, structures and equipment will be removed from the site. Fuels will be stored in containers and removed. Portable spill containments will be established onsite for emergencies. The contaminated areas may be sealed or enclosed;

- *Safety guidelines*: Employees will be informed about all occupational health and safety guidelines, wear the correct protective clothing and accessories. Precautions will be taken to prevent inhalation of particles and for the prevention of falls if climbing is involved;
- *Noise reduction*: equipment, machinery and crane use can become noisy so decommissioning activities will be planned for when it will offer the least amount of disturbance to the area;
- *Traffic safety (if applicable)*: Temporary roads, footpaths or road diversions will be put in place to direct traffic away from the site if needed;
- *Soil erosion prevention (if applicable)*: To prevent soil erosion, activities will be avoided if heavy rainfall is expected. Steep slopes will be lined and ditches built to reduce soil particles from contaminating water ways;
- *Water system management (if applicable)*: Settlement ponds may be created to both catch soil particles or to catch clear uncontaminated water. Silt fences and diversion pipes may be used to minimise the volume of water to be treated;
- *Air quality (if applicable)*: Exhaust fumes from vehicles, dust particles and burning of solid waste can contaminate the air. Covers and enclosures can be erected and moisture content can be increased to prevent particles from becoming airborne; and
- *Dismantling*: Some building materials can be dismantled for reuse or even sold off as scrap for profit (Web Reference 2).

## 14 CONSULTATION

In the preparation of the Construction Deployment and Traffic Management Plan the following personnel / departments were consulted.

- NSW Department of Primary Industries and Regional Development– Fisheries
- Department of Climate Change, Energy, the Environment and Water

- NSW Office of Environment and Heritage
- Transport for New South Wales (TfNSW) Services
- NSW Food Authority
- Marine Parks Authority
- Royal Australian Navy - Beecroft Weapons Range
- Crown Lands
- Jervis Bay Marine Rescue
- Australian Museum
- Callala Beach Progress Association
- Vincentia Ratepayers and Residents Association
- Huskisson Woollamia Community Voice
- Jerrinja Traditional Owners
- Jervis Bay Recreational Fishing
- Jervis Bay Recreational Diving
- Australian Hydrographic Office
- Jervis Bay Tourism Council
- Booderee National Park
- Wreck Bay Aboriginal Community Council
- Huskisson Commerce Chamber

Consultation was also, during initial start up phases of the project, undertaken with Shoalhaven City Council in particular around the commercial use of the Huskisson Wharf (see Attachment 2)

## 15 SSI – 5657 CONSENT CONDITIONS TABLE OF REFERENCE

Table:4 below lists the SSI – 5657-Mod-1 Jervis Bay Shellfish Aquaculture Lease consent conditions and references the location in the EMP and Appended Sub Plans that the condition has been addressed. In March 2025 modifications to the consent conditions were approved under SSI-5657-Mod-1. These have been added to the table below.

**Table 5: SSI – 5657-Mod-1 SCMCAL Consent Conditions and Reference Location in EMP and Appended Sub Plans**

Condition	Location of Reference
<b>Condition E1 – Environmental Management Plan</b>  Prior to the commencement of operation, the Proponent shall revise and update the draft Environmental Management Plan (EMP), included with the RTS for the development to the satisfaction of the Secretary. The revised EMP is to include:  (a) the strategic framework for environmental management of the development; (b) the statutory requirements that apply to the development; (c) the role, responsibility, authority, and accountability of all the key personnel involved in environmental management of the development; (d) the management measures that would be implemented to address environmental issues; (e) how the environmental performance of the development would be monitored and managed;	<b>The South Coast Mariculture Environmental Management Plan (EMP) plus Sub Plans – Appendices 1 to 7.</b>  a) Strategic framework is set out in Section 2.1.  b) Statutory framework is set out in Section 2.2  c) Roles and responsibility of key personnel are set out in Section 2.1.  d) Management measures are set out in the individual management plans provided as appendices to the EMP, and briefly outlined in the EMP  e) Environmental performance of the development would be managed through annual reporting and independent environmental audits, as set out in Section 2.3, monitoring of water quality & the benthic environment is outlined in section 4.1.3, 4.3  f) Procedures for non-compliances / incidences are set out in Section 2.3 and 2.6

<p>(f) the procedures that would be implemented to respond to any non-compliances and emergencies including a contact number to report emergency events; and</p> <p>(g) include copies of the various strategies and plans that are required under the development.</p>	<p>and in the Emergency Protocol in Appendix 4. An emergency contact list is provided at Attachment 7. It is noted that the Planning Secretary must be notified of all incidents/emergencies in accordance with condition E8 and E9 of the approval.</p> <p>g) Copies of all plans have been provided as appendices to the EMP.</p>
<b>Condition</b> <b>Condition E2 – Management Plan Requirements</b> <p>The Proponent shall ensure that the Management Plans required under this approval are prepared in accordance with any relevant guidelines, and include:</p> <p>(a) detailed baseline data;</p> <p>(b) a description of:</p> <ul style="list-style-type: none"> <li>• the relevant statutory requirements (including any relevant approval, licence or lease conditions);</li> <li>• any relevant limits or performance measures/criteria; and</li> <li>• the specific performance indicators that are proposed to be used to judge the performance of, or guide the implementation of, the development or any management measures;</li> </ul> <p>(c) a description of the measures that will be implemented to comply with the relevant statutory requirements, limits, or performance measures/criteria;</p> <p>(d) a program to monitor and report on the:</p> <ul style="list-style-type: none"> <li>• impacts and environmental performance of the development; and</li> <li>• effectiveness of any management measures (see € above);</li> </ul>	<b>Location of Reference</b> <p><b>The South Coast Mariculture EMP and attachments covers this requirement.</b></p>

<p>(e) a program to investigate and implement ways to improve the environmental performance of the development over time;</p> <p>(f) a protocol for managing and reporting any:</p> <ul style="list-style-type: none"> <li>• incidents;</li> <li>• complaints;</li> <li>• non-compliances with statutory requirements; and</li> <li>• exceedances of the impact assessment criteria and/or performance criteria; and</li> </ul> <p>(g) a protocol for periodic review of the plan.</p>	
Condition	Location of Reference
<p><b>Condition C1 – Deployment of Lease Infrastructure</b></p> <p>The Proponent shall prepare and implement a Construction and Deployment Environmental Management Plan, to the satisfaction of the Secretary. The plan must be prepared in consultation with Council and any other relevant stakeholders, and:</p> <p>(a) be approved by the Secretary at least one month prior to deployment;</p> <p>(b) include details of the species to be farmed;</p> <p>(c) include detailed plans of infrastructure to be used at each of the proposed Leases, including the final lease layout and mooring plans and include maximum number, type and colour of buoys to be used at each Lease site;</p> <p>(d) detail all reasonable and feasible design measures used to minimise the potential visual impact of the development from Callala Beach and Vincentia (including orientation);</p>	<p><b>Appendix 1 - Construction Deployment and Traffic Management Plan.</b></p> <p>a) The plan has been submitted to the Secretary for approval.</p> <p>b) Species to be farmed are outlined in Section 2. These align with the approved list of species in the approval.</p> <p>c) Detailed plans of infrastructure to be used are provided in Section 6.</p> <p>d) A qualitative commentary around measures to be implemented to minimise visual impacts is provided in Section 8.</p> <p>e) Details of land-based sites are provided at Section 3. Timetable for deployment is provided at Section 4.</p> <p>f) Details on traffic, noise and waste management are provided at Section 5.</p>

<p>(e) detail the location of the land-based site(s) (if any) for the construction or storage of Lease Infrastructure and indicative timeframe for all deployment activities;</p> <p>(f) include if necessary, details on traffic, noise and waste management</p> <p>(g) describe the procedures that would be implemented to keep the local community and relevant agencies informed about construction/deployment activities; and procedures to receive and handle complaints; and describe the procedures to decommission any construction site including removal of all construction facilities and restoration of the site to its original state.</p>	<p>g) A Community Stakeholder Communication Management Plan (<b>Appendix 2</b>) has been prepared to provide the mechanisms for disseminating information during operation. An outline of communication tools is provided in Section 10. Details of complaints management is at Section 12.</p> <p>h) Decommissioning is outlined in Section 13.</p>
<b>Condition</b>	<b>Location of Reference</b>

<p><b>Condition C11 – Structural Integrity and Stability Monitoring Program</b></p> <p>The Proponent shall prepare and implement a Structural Integrity and Stability Monitoring Program, prior to deployment and to the satisfaction of the Secretary. The Program shall include but not be limited to:</p> <ul style="list-style-type: none"> <li>a) weekly monitoring including an inspection checklist to investigate the effectiveness of the infrastructure design, including how often repairs are made and whether line tautness is being maintained; and</li> <li>b) details of servicing requirements of anchors, ropes, chains and connectors. Servicing must be undertaken at least annually;</li> <li>c) details of actions that would be undertaken to rectify any structural integrity issues, particularly in the event that infrastructure breaks away from the Leases after storm events.</li> </ul>	<p><b>A Structural Integrity and Stability Monitoring Program is provided in Attachment 8 of the South Coast Mariculture EMP</b></p> <ul style="list-style-type: none"> <li>a) A monitoring schedule is provided at Table A of Attachment 8.</li> <li>b) Details of servicing requirements are provided in Table A.</li> <li>c) Actions to rectify structural integrity issues are outlined in Table B.</li> </ul>
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<p>C14A. Prior to the relocation of Lease and Lease 3, as approved under SSI-5657-Mod-1, the Proponent must prepare and submit to the Secretary, a Screw Anchor Management Plan. The Plan must:</p> <ul style="list-style-type: none"> <li>a) be prepared to the satisfaction of the Secretary;</li> <li>b) include management actions for all screw anchors left in situ after the longline infrastructure has been removed;</li> <li>c) provide details of management actions to be implemented to prevent adverse impacts to the marine ecosystem and prevent the anchors from causing navigational hazards;</li> <li>d) include a stakeholder communications plan;</li> <li>e) provide details of a monitoring program, that includes; <ul style="list-style-type: none"> <li>i) key performance indicators, to evaluate the effectiveness of the management actions;</li> <li>ii) monitoring of the seabed and epibenthic flora and fauna using a remote operated vehicle (ROV)</li> <li>iii) a trigger action response plan that identifies triggers for investigating and responding to any adverse impacts; and</li> </ul> </li> <li>f) include details of mitigation measures to address potential impacts, including removal of the screw anchors, if required prior to decommissioning.</li> </ul>	<p>In draft developed with DPIRD and to be included in Decommissioning Plan</p>
<p>C14B. The Proponent must implement the approved Screw Anchor Management Plan approved under condition C14A for any screw anchors left in situ after the longline infrastructure has been removed until such a time as the Leases are decommissioned, and all infrastructure is removed in accordance with condition C14.</p>	<p>In draft developed with DPIRD and to be included in Decommissioning Plan</p>
Condition	Location of Reference
<b>Condition D5 – Disease, Parasite and Pest Management Plan</b>	<b>Appendix 7 – Disease, Parasite and Pest Management Plan</b>

<ul style="list-style-type: none"> <li>a) The Proponent shall prepare a Disease, Parasite and Pest Management Plan in accordance with the Draft EMP, to assist in the identification and treatment of potential diseases, parasites and pests.</li> <li>b) The Plan shall include details on the monitoring of the health of cultured stock and inspection of longline infrastructure to identify any disease or parasite issues that may arise.</li> </ul>	<ul style="list-style-type: none"> <li>a) Details on the monitoring of the health of cultured stock are provided at Section 4 Hatchery.</li> <li>b) Details on the inspection of longline infrastructure to identify any disease or parasite issues are provided at Section 5 including details of the removal and harvest of diseased and dead stock is provided at Section 6.</li> </ul>
<b>Condition</b>	<b>Location of Reference</b>
<p><b>Condition D9 – Marine Fauna Interaction Management Plan</b></p> <p>The Proponent shall finalise and implement the Marine Fauna Interaction Management Plan detailed in the Draft EMP prior to the commencement of operation, to the satisfaction of the Secretary. The Plan shall detail measures to remedy, alleviate and reduce the incidence of marine fauna entanglements. The Marine Fauna Interaction Management Plan shall include:</p> <ul style="list-style-type: none"> <li>a) procedures for the recording of all observations of marine fauna interactions with the lease areas including longlines and vessels, as outlined in the EIS and the RTS;</li> <li>b) contact details of an Entanglement Committee, which would monitor the implementation and effectiveness of the Marine Fauna Interaction Management Plan, and provide advice to the Proponent in the unlikely event of marine fauna entanglement with the Lease infrastructure; and</li> <li>c) response procedures, drills and training that would be carried out to ensure appropriate responses to deal with entanglement incidences.</li> </ul>	<p><b>Appendix 6 - Marine Fauna Interaction Management Plan</b></p> <ul style="list-style-type: none"> <li>a) Procedures for the recording of all observations of marine fauna interactions are outlined in the Observer Protocol in Section 3.</li> <li>b) Contact details for the Entanglement Committee are provided at Table 1 in Section 4.</li> <li>c) Training and response are outlined in Section 4.2.</li> </ul>

Condition	Location of Reference
<p><b>Condition D12 – Benthic Monitoring Program</b></p> <p>The Proponent shall prepare and submit a Benthic Monitoring Program, to the satisfaction of the Secretary within 6 months of the date of this approval. The Program shall include but not necessarily be limited to:</p> <ul style="list-style-type: none"> <li>a) representative background monitoring to establish baseline conditions for the Leases, including benthic fauna and TOC parameters, for a suitable time period;</li> <li>b) the use of multiple control sites and identification of the frequency of sampling to ensure the monitoring program is spatially and statistically meaningful;</li> <li>c) collecting data at least annually after the Leases are approved, irrespective of whether the Leases are stocked with shellfish;</li> <li>d) a minimum monitoring period of at least three years from the commencement of operation;</li> <li>e) identification of trigger(s) and ameliorative measures (including video surveys) in the event that adverse impacts to benthic fauna relevant to the development are identified;</li> <li>f) identify triggers that would decrease monitoring efforts; and</li> <li>g) reporting of the monitoring results to the Secretary and EES annually within the Annual Report, including commentary on any effects of the Leases compared to relevant guidelines, pre-lease sampling or control sites.</li> </ul>	<p><b>Appendix 3 - Water Quality and Benthic Environment Monitoring Program</b></p> <ul style="list-style-type: none"> <li>a) Representative background monitoring for benthic fauna and TOC conditions is described in Section 3. Baseline sampling will be carried out before stocking and then annually for a minimum of 3 years.</li> <li>b) South Coast Mariculture uses a BACI (Before After Control Impact) approach to monitoring. Six control sites have been identified. A sampling design is outlined in Table 1.</li> <li>c) Section 3.1.4 confirms the sampling will occur prior to installation of the leases and at least annually after the lease is granted, irrespective of whether the lease is stocked with shellfish.</li> <li>d) Baseline sampling will be carried out before stocking and then sampling will be carried out annually for a minimum of 3 years</li> <li>e) Section 3.1.6 and Section 3.2.6 note that if any 'significant changes' to the marine benthic environment are identified, then appropriate management regimes will be employed to ameliorate these impacts (e.g. destocking or fallowing). ROV survey and footage is proposed to be used.</li> <li>f) Section 3.2.6 states that monitoring efforts would be decreased if no significant long-term impacts have been identified.</li> <li>g) Commitment to report monitoring results in the Annual Report is detailed in Section 2.5</li> </ul>

Condition	Location of Reference
<p><b>Condition D14 – Waste Management Plan</b></p> <p>The Proponent shall develop a Waste Management Plan prior to the commencement of operation, to the satisfaction of the Secretary. The plan is to include measures to ensure that:</p> <ul style="list-style-type: none"> <li>(a) all waste including biofouling is appropriately stored, handled and disposed of in a timely manner;</li> <li>(b) waste generated by the project is minimised;</li> <li>(c) details of where all waste would be stored; and</li> <li>(d) all waste generated by the Project is classified in accordance with the EPA's Waste Classification Guidelines and disposed of to a facility that may lawfully accept the waste.</li> </ul>	<p><b>Appendix 5 - Waste Management Plan</b></p> <ul style="list-style-type: none"> <li>a) Measures to ensure waste is appropriately stored, handled and disposed of are detailed in Section 3.</li> <li>b) Minimisation of waste generated is outlined in Section 4.</li> <li>c) Section 3 outlines how waste will be collected and disposed.</li> <li>d) Wastes have been classified and disposal destinations identified for each waste type in Table 1 in Section 2.</li> </ul>
<p><b>Condition E3A - Revisions to Strategies, Plans and Programs</b></p> <p>Within 3 months of the approval of SSI-5657-Mod-1, the Proponent must update the Environmental Management Plan approved under condition E1 to the satisfaction of the Secretary to include maritime heritage management procedures. The updated plan must:</p> <ul style="list-style-type: none"> <li>a) be prepared in consultation with Heritage NSW;</li> <li>b) include a contingency plan and reporting procedure for the management of Unexpected Heritage Finds and Human Remains prepared by a suitably qualified heritage specialist; and</li> </ul>	<p><b>Appendix 8: Maritime Heritage Management Plan</b></p> <ul style="list-style-type: none"> <li>a) This plan has been prepared in consultation with Heritage NSW as detailed in Section 1.</li> <li>b) A contingency plan has been prepared as detailed in Section 7.</li> <li>c) Appendix 1 outlines the induction training for construction workers and how induction records will be maintained.</li> </ul> <p>Note: In draft and submitted to Heritage NSW for approval.</p>

<p>c) provide details of maritime heritage induction training for construction workers and how induction records will be maintained.</p>	
<p><b>Condition E5 – Community Stakeholder Plan</b></p> <p>The Proponent shall prepare and implement a Community Stakeholder Plan for the development to the satisfaction of the Secretary. This plan must be approved by the Secretary prior to commencement of deployment and include:</p> <ul style="list-style-type: none"> <li>(a) identification of all relevant community and other stakeholders;</li> <li>(b) details of procedures and mechanisms used to inform the community (including local aboriginal communities) and stakeholders of the development's progress and potential employment opportunities;</li> <li>(c) processes to receive and manage feedback and complaints; and</li> <li>(d) phone, email and mail contact details for the development, including a 24-hour contact number.</li> </ul>	<p><b>Appendix 2 - Community and Stakeholder Communications Management Plan</b></p> <ul style="list-style-type: none"> <li>a) A list of community and other stakeholders is provided at Section 2.</li> <li>b) Details of procedures to inform the community are outlined in Section 3.</li> <li>c) Feedback and complaints processes are outlined in Section 4.</li> <li>d) Contact details are provided in Section 5 and Section 6, including a 24-hour contact number.</li> </ul>
<p>E6A. Community Stakeholder Plan</p> <p>Within 3 months of the approval of SSI-5657-Mod-1, the Proponent must update the approved Community Stakeholder Plan required under condition E5 to include details of how the findings of the Spatfall Monitoring Program (being carried out in accordance with condition D4A) will be communicated to the community and key stakeholders. The Plan must be updated to the satisfaction of the Secretary.</p>	<p>Appendix 2 - Community Stakeholder Plan</p> <p>This plan has been updated to indicate how findings of the Spatfall Monitoring Program will be communicated to the community and key stakeholders as detailed in Sections 2 and 3.</p>

## 16 DOCUMENT CONTROL REGISTER

Appendix 1 – Construction, Deployment and Traffic Management Plan						
Version Number	Date Issued	Date Submitted to Department	Date Reviewed by Department	Revisions Requested by Department or other stakeholders	Comments	Version Approved by Department
1	October 2020	22 June 2021	June / July 2021	Yes	Assessed by NSW EES and NSW Fisheries	Revisions required
2	July 2021	29 July 2021	August 2021	Yes	Assessed by NSW EES, NSW Fisheries and NSW Marine Parks	Revisions required
3	August 2021	03 September 2021	September 2021	-	-	-
4	May 2023	09 May 2023	May 2023	Yes	Assessed by NSW EES, NSW Fisheries and NSW Marine Parks	Revisions required
4.1	June 2023	13 June 2023	July 2023	Yes	Assessed by NSW EES, NSW Fisheries and NSW Marine Parks	Revisions required
4.2	July 2023	25 July 2023				
5	August 2025	22 December 2025	January 2026	No	Prepared in consultation with	23 January 2026

					relevant stakeholders	
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## 17 REFERENCES

NSW Department of Environment and Climate Change (2009) Interim Construction Noise Guideline. NSW DECC, Sydney South.

### **Web References**

#### **Web Reference 1**

NSW Office of Environment and Heritage (2019) "Noise" Retrieved 01/07/19 from <https://www.epa.nsw.gov.au/Your-environment/Noise>

#### **Web Reference 2**

NSW EPA (2019) "Waste Classification Guidelines" Retrieved 01/07/19 from <https://www.epa.nsw.gov.au/your-environment/waste/classifying-waste/waste-classification-guidelines>

#### **Web Reference 3**

The International Maritime Organisation (IMO) Guidelines and Standards for the Removal of Offshore Installations and Structures on the Continental Shelf and the Exclusive Economic Zone (IMO Resolution A.672(16)) Retrieved 16/09/19 from [https://wwwcdn.imo.org/localresources/en/KnowledgeCentre/IndexofIMOResolutions/AssemblyDocuments/A.672\(16\).pdf](https://wwwcdn.imo.org/localresources/en/KnowledgeCentre/IndexofIMOResolutions/AssemblyDocuments/A.672(16).pdf)

#### **Web Reference 5**

South Coast Mariculture website – Environmental Reporting  
<https://blueharvest.com.au/environmental-reporting/>

## **ATTACHMENT 1 – FEEDBACK AND COMPLAINTS REGISTER**

## ATTACHMENT 2 – LICENCE FOR COMMERCIAL USE OF HUSKISSON WHARF (INITIAL LICENSE)

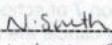
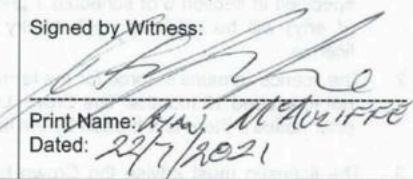
### SHORT-TERM LICENCE

#### **Short-term Licence: Section 2.20 Crown Land Management Act 2016**

On this 16<sup>th</sup> day of August, two thousand and twenty one, the SHOALHAVEN CITY COUNCIL (hereinafter referred to as the "Crown Land Manager") being the appointed Crown Land Manager under the *Crown Land Management 2016* ("Act") for the whole of the land within Reserve No. R64558 for Public Recreation and situated at Huskisson, hereby grants pursuant to section 2.20 of the Act a short-term licence to the person(s) specified in section 1 of schedule 1 (hereinafter referred to the "licensee") subject to the following terms and conditions:

- 1 The licensee must pay the Crown Land Manager the licence fees and bond (if any) specified in section 6 of schedule 1 prior to occupation of the Crown land. The bond (if any) will be returned upon expiry and compliance with the conditions of the licence.
- 2 The licence remains in force for the term specified in section 7 of schedule 1, which is not to exceed 12 months. The Crown Land Manager may cancel the Licence without prior notice if there is a breach by the licensee of any of the licence conditions.
- 3 The licensee must advise the Crown Land Manager of any changes to the contact details set out in section 3 of schedule 1.
- 4 The licensee must not interfere with any other person authorised by the Crown Land Manager to use the reserve or any part thereof.
- 5 The licensee must not use the land specified in section 2 of schedule 1 except for the purpose(s) authorised by this licence in section 5 of schedule 1.
- 6 The licensee must comply with all of the special conditions specified in section 8 of schedule 1.
- 7 The licensee must comply with all of the marine facility conditions specified in section 10 of schedule 1.
- 8 Any notice provided for in this licence shall be deemed to be validly served if;
  - a it is personally served on the licensee or where the licensee is a corporation or association, on an officer of the corporation or association; or
  - b it is sent by prepaid ordinary mail addressed to the licensee at the address shown in section 3 of schedule 1.
- 9 The Crown Land Manager does not make or give any warranty, promise or covenant to the licensee for quiet enjoyment of the licence area.
- 10 The licensee must comply with those Standard Operating Procedures described in Schedule 3 and any changes to the procedures adopted by Shoalhaven City Council from time to time and notified in writing to the Licensee.
- 11 Either party to this licence may terminate the licence during its term for any reason by giving two (2) month's written notice to the other party.
- 12 In addition to the right of termination granted to Crown Land Manager in Clause 11 the Crown Land Manager may terminate this Licence during its term by giving seven (7) days' notice if:
  - (a) The Crown Land Manager proposes to carry out major repairs and maintenance to the wharf which require its closure or;
  - (b) The Licensee ceases to operate the vessel for the purpose described in Section 5 of Schedule 1 for a period of 6 months or more;

**Execution Page**

Signed on behalf of the Crown Land Manager:	Signed on behalf of the Licensee:
	
Name: <u>Melissa Boundy</u> Position: Senior Property Officer Dated: <u>16 August 2021</u>	Name: <u>Sam Gordon</u> Position: MANAGING DIRECTOR Dated: <u>22.6.21</u>
Signed by witness:	Signed by Witness:
	
Print Name: <u>Natalie Smith</u> Dated: <u>16 August 2021</u>	Print Name: <u>Ray McAliffe</u> Dated: <u>22/7/2021</u>

**SHORT-TERM LICENCE**

<b>SCHEDULE 1</b>	
<b>SECTION 1:</b> Licensee (full name)	Name of Licensee: South Coast Mariculture Pty Ltd (Organisation or Company if applicable) ABN: 24 607 762 236
<b>SECTION 2</b> Licensee's Right	The Licensee shall have the use of the public wharf as shown on the diagram attached, Schedule 2 to this Licence adjoining Reserve R.64558, Notified in Gazette dated 11/7/1986, Voyager Park Huskisson (hereinafter called "the licensed area").
<b>SECTION 3:</b> Contact details for service of notice	Contact: Sam Gordon Address: 291 Manar Road, Braidwood NSW 2622 Email: <a href="mailto:sgordon@southcoastmariculture.com.au">sgordon@southcoastmariculture.com.au</a> or Phone(s) Sam 0400 224 823
<b>SECTION 4:</b> Vessel Details	Name of Vessel: <i>BLUE REVOLUTION</i> Registration Number: <i>457 230</i> <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Recreational Construction Type: (Timber/Steel etc) <i>Alumiclear</i> Overall Length: <i>14.73</i>
<b>SECTION 5:</b> Purpose of Licence  (must be for prescribed purpose)	The Licensee shall have the use of the area shown on the diagram attached as schedule 2 (hereinafter called "the licensed area") for the prescribed purpose of (tick as applicable):  <input type="checkbox"/> access through a reserve <input type="checkbox"/> grazing <input type="checkbox"/> advertising <input type="checkbox"/> hiring of equipment, <input type="checkbox"/> camping using a tent, caravan or otherwise <input type="checkbox"/> holiday accommodation <input type="checkbox"/> catering, <input type="checkbox"/> markets, <input type="checkbox"/> community, training or education, <input type="checkbox"/> meetings, <input type="checkbox"/> emergency occupation <input type="checkbox"/> military exercises, <input type="checkbox"/> entertainment, <input checked="" type="checkbox"/> mooring of boats to wharves or other structures <input type="checkbox"/> environmental protection, conservation or restoration or environmental studies, <input type="checkbox"/> sales, <input type="checkbox"/> equestrian events <input type="checkbox"/> shows, <input type="checkbox"/> exhibitions <input type="checkbox"/> site investigations, <input type="checkbox"/> filming (as defined in the Local Government Act 1993), <input type="checkbox"/> sporting and organised recreational activities, <input type="checkbox"/> functions, <input type="checkbox"/> stabling of horses, <input type="checkbox"/> storage.

<b>DOCUMENT TYPE</b>  <b>SECTION 5: Licence Conditions</b>	
<p>as specified in the Crown Land Management Regulations for the purpose of section 2.20 of the Act.</p> <p>Purpose for mooring of boats to wharf for reasons outlined below:</p> <ul style="list-style-type: none"> <li>- Embarkation/disembarkation of passengers;</li> <li>- Loading/unloading of freight;</li> <li>- Refuelling of the vessel;</li> <li>- Minor maintenance and repairs to the vessel;</li> <li>- Long term mooring as approved by the Wharf Management Committee;</li> <li>- Use of effluent pump out, electricity and water.</li> </ul>	
<b>SECTION 6:</b> <b>Licence Fee (\$)</b>	<p>The annual licence fee is \$145.85 (Inc GST)  Long Term Mooring fee is \$38.10 (Inc GST per day)</p> <p>The bond fee is \$ Not applicable.</p>
<b>SECTION 7:</b> (b) Term (not to exceed 12 months) (b) Commencement Date (c) Expiry Date	<p>(a) Twelve (12) Months</p> <p>(b) 1 July 2021</p> <p>(c) 30 June 2022</p>
<b>SECTION 8:</b> <b>Special Conditions</b>	<p>(a) The licensee shall keep the said licensed area clean and tidy and all papers and other rubbish shall be collected and removed.</p> <p>(b) The licensee shall control weeds as directed by the "local control authority" (as defined in section 9 below).</p> <p>(c) The licensee shall immediately repair and make good, damage occasioned by the licensee's use of the licensed area.</p> <p>(d) The Licensee shall indemnify and keep indemnified the Crown Land Manager and the Minister administering the <i>Crown Land Management Act 2016</i> against all actions, suits, claims, debts, obligations and other liabilities that may arise from the activities of the Licensee during the currency of the Licence.</p> <p>(e) The Licensee shall, before occupying the licensed area, take out Vessel Hull and third-party liability insurance policy for the term of the licence, for the amount of \$20,000,000 for any one claim whereby the Crown Land Manager and the Minister administering the <i>Crown Land Management Act 2016</i> shall during the continuance of this Licence be indemnified against claims and demands arising from death or bodily injury or damage to property arising out of the Licensee's use of the licensed area. Copy</p>

	<p>of such coverage is to be handed to the CLM before occupying the licensed area. Insurance must also include salvage recovery and associated costs.</p> <p>(f) The Licensee shall maintain all other insurances as may be required by the <i>Workers Compensation Act 1987</i> or any other Act or Acts of Parliament in regard to the conduct of activities of the Licensee on the licensed area. Copy of such coverage is to be handed to the Crown Land Manager before occupying the Licensed area.</p> <p>(g) No relationship of landlord and tenant is or is intended to be created between the parties hereto by virtue of this License or in any way whatsoever.</p> <p>(h) The Licensee, or other authorised employee of the Licensee, is responsible for supervising the activities permitted by the licence.</p> <p>(i) The following listed activities shall not be conducted unless supervised by the Licensee, or an authorised employee of the Licensee:</p> <ul style="list-style-type: none"> <li>• Activities: N/A</li> </ul> <p>(j) The Crown Land Manager reserves the right to remove from or refuse entry to the licensed area any person regardless of any arrangements or contract with the Licensee.</p> <p>(k) All improvements, erections and fixtures now or hereafter erected on the licensed area are acknowledged by the Licensee to be absolute property of the Crown, but the Licensee shall maintain and repair such improvements, erections and fixtures during the period of this Licence.</p> <p>(l) This Licence is subject to the provisions of the Crown Land Management Act 2016, including section 2.20 and 3.43 of that Act.</p> <p>(m) The Licensee shall not sublet, assign or otherwise deal with the Licensed area.</p>
<b>SECTION 9:</b> Local control authority	<p>The Local Control Authority is:</p> <p>(a) The council of the local government area, or if weed control functions for that area have been conferred on a county council or joint organisation (within the meaning of the <i>Local Government Act 1993</i>) under any other Act, that other county council or joint organisation,</p> <p>(b) for land within the Western Division that is not within a local government area, the Minister, and</p> <p>(c) for land within Lord Howe Island, the Lord Howe Island Board.</p>
<b>SECTION 10:</b>	

<p><b>Marine Facility Conditions</b></p>	<p>(a) <b>Long Term Mooring</b> Long Term Mooring means mooring for more than four continuous hours in any 24 hour period.</p> <p>(b) <b>Mooring of Vessels</b> The Holder will ensure no vessel be permanently moored at the wharf.</p> <p>(c) <b>Holder to Comply with Maritime Authority of NSW Directions</b> The Holder will at all times comply with any directions given by the Maritime Authority of NSW in the interests of safe navigation equitable use of and conservation of waterways and the prevention of pollution.</p>
	<p>(d) <b>Holder to Share Wharf</b> The Holder will share the wharf or other facility constructed on the land with such other landholders in the locality as the Crown Land Manager may from time to time direct on such terms as may be agreed upon or failing agreement as the Crown Land Manager may determine</p>
	<p>(e) <b>Permanent Goods /Items of Infrastructure</b> The licensee shall not allow any goods or items of infrastructure (eg signs, loading platforms) to permanently remain on the wharf without the approval of the Crown Land Manager.</p>
	<p>(f) <b>Transfer of Licence</b> This Licence shall not be transferable to any other party.</p> <p>(g) <b>Sale of Vessel</b> The Licence shall terminate in the event the Licensee sells or transfers ownership of the vessel to another person and does not replace the vessel within a reasonable time. The Licensee will advise the Crown Land Manager immediately in writing of any change in vessel details.</p>
<p><b>SECTION 11:</b> <b>Periodic Renewal</b></p>	<p>(a) The Crown Land Manager may offer a renewal of this Licence on an annual basis by sending to the Licensee a tax invoice for the amount of the new licence fee and advising any amendment to the long term mooring fee.</p> <p>On payment of the tax invoice by the Licensee this Licence and all its terms and conditions shall be renewed accordingly and the long term mooring fee shall become payable as amended.</p> <p>(b) Notwithstanding the provisions of Clause 11 (a) the Licensee acknowledges that the grant of this Licence does not confer any right to the grant of a further licence.</p>

SHORT-TERM LICENCE

SCHEDULE 2 - DIAGRAM SHOWING LICENCE AREA

