Native Vegetation Clearance

Whyalla Airport – Asphalt Plant Compound

Data Report

Clearance under Section 28 of the *Native Vegetation Act 1991*

1 February 2025

Prepared by Sam Bourne

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1. Application information

Application Details

Applicant:	The Corporation of the City of Whyalla		
Key contact:	[redacted]		
Landowner:	*The Corporation of the City of Whyalla*		
Site Address:	Lot 125 Broadbent Terrace, Mullaquana. 5608.		
Local Government Area:	Whyalla	Hundred:	Randell
Title ID:	CT6171/889	Parcel ID	D90361 A125

Summary of proposed clearance

Purpose of clearance	Clearance required for the construction of an asphalt plant compound
Description of the vegetation under application	2.2Ha of Western Myall / Myoporum platycarpum Low Open Woodland, with a mixed shrub understory in healthy condition. It is fairly uniform throughout.
Total proposed clearance - area (ha) and number of trees	2.2Ha is proposed to be cleared, including an estimated 65 trees.
Level of clearance	Level 4
Overlay (Planning and Design Code)	Zone: Employment Zone; and Infrastructure (Airfield) Zone - Overlays: Aircraft Noise Exposure - Area is subject to aircraft noise; Building Near Airfields; Hazards (Flooding); Hazards (Bushfire - Regional); Hazards (Flooding - Evidence Required); Native Vegetation; Urban Transport Routes; Water Resources
Map of proposed clearance area	
Seriously at variance with the Principles of clearance?	Seriously at variance with principles 1(a) and 1(b) of clearance.
Substantially intact	The entire 2.2Ha site that is proposed to be cleared is substantially intact
Mitigation hierarchy	Efforts to avoid native vegetation clearance include strategically locating the works away from critical infrastructure, such as Runway 2 and sensitive areas like residential zones, while minimising vehicle movement by positioning the contractor hardstand in a controlled area to reduce broader vegetation impact, and where

	avoidance wasn't possible, clearance was sited near Jenkins Avenue to facilitate B-Double truck access and to comply with DIT, CASA and operational requirements.
SEB Offset proposal	Payment of $14,562.24 into the Fund

2. Purpose of clearance

2.1 Description

To accelerate the runway upgrade, immediate clearance of native vegetation is required for the construction of a contractor hardstand. The proposed location, as indicated in the plans below, has been selected by Council and Fulton Hogan based on several considerations:

- **Minimal Impact on Sensitive Receivers**: The site is located away from residential and other sensitive areas.
- **Proximity to the Runway**: This minimises construction traffic and reduces disruptions.
- **Access to Existing Dirt Roads**: Using existing roads helps avoid additional vegetation clearance.
- **Security**: The site is located near the allotment boundary fence, making it easier to establish separate security clearances for day and night works.

Extremely Tight Timeframe
The contractor is working under a very tight timeframe:

- Fulton Hogan requires immediate access to the site to begin clearing.
- Qantas will cease Q300 operations and begin Q400 services on February 17th, 2025.
- Until the runway upgrades are completed, the Q400 will operate at reduced capacity, which will impact the efficiency of air services to Whyalla.

Given these pressing circumstances, the need for timely clearance is critical to ensure the success of this essential infrastructure upgrade.

2.2 Background

Qantas Announcement
On 26 June 2024, Qantas announced its plans to replace its regional Q200/Q300 fleet, transitioning to the larger Q400 aircraft throughout 2025. Qantas is the only airline operating regular flights at Whyalla Airport, with the Q400 aircraft set to begin service on 17 February 2025.

The Q300 aircraft currently in use can carry 50 passengers, whereas the Q400 has a capacity of 74 passengers.

Whyalla Airport – Infrastructure Overview
Whyalla Airport was established in 1951 and was initially managed by the Federal Government. It includes two runways, Primary 17/35 and Secondary 05/23, along with Taxiways Alpha and Charlie, which connect the runways to a 6-bay apron used for both Regular Public Transport (RPT) and General Aviation (GA). Currently, the infrastructure at the airport can accommodate Q300 aircraft, but upgrades are necessary to support the larger Q400.

In 1991, the Federal Government transferred ownership of the airport to Whyalla Council. Following this, Runway 17/35 was downgraded in strength due to its deteriorating condition, limiting its ability to support larger aircraft. The runway was resurfaced in 2002 and, although still in generally good condition, the pavement is nearing the end of its lifespan and requires resurfacing. This resurfacing is separate from the strengthening required to support Q400 aircraft.

The secondary runway 05/23 was upgraded in December 2022, with a 30-meter-wide spray-sealed surface, and is currently unlit. This upgrade was made to facilitate the future enhancement of Runway 17/35, allowing for the

redirection of RPT and GA traffic. Additionally, Taxiway Charlie was reconstructed and sealed to improve its capacity and provide dual access to the apron.

The airport apron, originally built in 1952, has been upgraded in recent years. A third parking bay was added in 2022 to accommodate a single Q400 aircraft, but the original apron's strength is unknown. Qantas requires the apron to be able to support two Q400 aircraft.

A significant portion of the existing airfield lighting infrastructure, including that for the aprons, taxiways, and Runway 17/35, is nearing the end of its operational life. Any upgrades to Runway 17/35 will also require a complete overhaul of the lighting system, including the installation of a fully compliant Airport Lighting Control System.

Required Upgrades and Timeline
To accommodate the Q400 aircraft, the airport requires a series of critical upgrades. An expert pavement engineer, [redacted], was engaged to assess the necessary works, and detailed testing of the runways, taxiways, and apron was conducted to identify the scope of work. The key upgrades identified include:

- **Runway 17/35**: Strengthening with an asphalt overlay, including additional thickness for shape correction and isolated patching.
- **Taxiway A**: Similar strengthening as Runway 17/35, but without patching.
- **RPT Apron**: Reconstruction of the rigid section of the apron to meet Q400 strength requirements.
- **Apron Extension**: Extending the apron edge to accommodate the turning radius of the Q400.
- **Airfield Lighting**: Replacement of the lighting system, including primary cable ducts and the control system.
- **Ancillary Works**: Regrading, line marking, and other associated upgrades.

The total cost for the required upgrades is estimated at $29.3 million.

Urgency of the Project
The Whyalla Airport Upgrade Project is essential to ensure continued air service to the region. The transition to Q400 aircraft is set to occur on 17 February 2025. Without immediate upgrades to the runway, taxiway, and apron, the airport will be unable to support the larger aircraft, risking a loss of critical connectivity for Whyalla and the surrounding area.

Two key challenges underscore the urgency of the project:

1. **Aircraft Weight Restrictions**: The current infrastructure can only support Q400 aircraft at a reduced weight, limiting the aircraft's capacity to 40 passengers instead of 74. While Qantas has agreed to this temporary arrangement, it is not a viable long-term solution. Delays in upgrading the infrastructure may lead Qantas to withdraw services entirely.
2. **Seasonal Constraints**: The strengthening works, including the required asphalt overlay, must be completed before the onset of winter. If the project is not finished by Winter 2025, it will be delayed until October, exacerbating the period of reduced passenger capacity and further disrupting services.

In recognition of the project's importance, both the South Australian and Federal Governments have committed $30 million in funding to support the upgrades.

Need for Vegetation Clearance
In order to accelerate the runway upgrade, immediate vegetation clearance is required to facilitate the construction of a contractor hardstand. The location for this clearance, shown in the attached plan, was selected for its minimal environmental impact. The site is away from sensitive areas, close to the runway to minimize construction traffic, and uses existing dirt roads, reducing the need for additional vegetation removal. It also allows for efficient security management, as the site borders the allotment boundary fence.

Previous Applications and Supporting Information
The Council previously submitted a vegetation clearance application related to a track modification from Jenkins Avenue into airport land. The proposed clearance area overlaps with this previous Vehicle Track Regulation application.

Development Application for Asphalt Plant
A formal Development Application for the temporary mobile asphalt plant will be submitted in the near future. Preliminary assessments suggest a high likelihood of approval due to the temporary nature of the project and its critical need.

Time Sensitivity
The project is on a very tight timeline:

- Fulton Hogan requires immediate access to begin vegetation clearance.
- Qantas is scheduled to begin Q400 operations on 17 February 2025.
- Until the runway upgrades are completed, Q400 aircraft will operate at reduced capacity, significantly affecting air services to Whyalla.

Given the critical importance of this upgrade for the regional economy and connectivity, Council requests NVC assistance in expediting the clearance process, to ensure that the necessary works are completed on time.

2.3 General location map

Area of clearance shown above as the yellow rectangle

2.4 Details of the proposal

The proposal outlines the necessary works to facilitate the introduction of Q400 aircraft at Whyalla Airport, following Qantas's transition from the Q300 fleet. These upgrades are essential to support the larger aircraft and ensure continued, reliable air services to the region. The proposal involves several key components, as identified by expert pavement engineer [redacted], who conducted detailed testing of the runways, taxiways, and apron to determine the extent of work required. Preliminary design specifications have been developed based on these findings.

The required long-term works for the airport upgrade include:

- **Runway 17/35**: The runway will need to be strengthened with an asphalt overlay, a minimum of 80mm thick, plus additional thickness for shape correction after isolated asphalt patching.
- **Taxiway A**: Strengthening similar to Runway 17/35, without the need for asphalt patching.
- **RPT Apron**: Reconstruction of the rigid portion of the apron to meet Q400 strength requirements.
- **RPT Apron Extension**: The apron edge will need to be extended to accommodate the larger turning radius of Q400 aircraft.
- **Airfield Lighting**: The existing lighting system will be replaced, including pit and ducting for the primary cables and a new control system.
- **Ancillary Works**: These works include flank regrading to match the upgraded pavement levels, reinstating line markings, and other associated tasks.

The estimated cost for the above works is $29.3 million.

To facilitate an efficient review of the proposal, design plans and drawings, are provided with Appendix 4.

The traffic flow diagram, pictured below, shows that all reasonable steps have been taken to minimize the impact on vegetation. Furthermore, the layout strategically minimises the need for additional clearance, while addressing the critical requirements for the airport upgrade.

All cleared materials, plant and soil, will be moved approximately 1.5km east north east, to the site of the old Fauna Park. All the buildings have been demolished and removed from this location and this plant material and soil will be used as part of rehabilitating any old building sites and tracks, helping it to return to its natural state.

2.5 Approvals <u>required</u> *or* <u>obtained</u>

- *Native Vegetation Act 1991*
- *Planning, Development and Infrastructure Act 2016* (Refer Appendix 3)
- *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) (impacts on Matters of National Environmental Significance – MNES)

2.6 Development Application information

Zone:
Employment Zone; and
Infrastructure (Airfield) Zone
Subzone:
Nil
Overlays:
Aircraft Noise Exposure - Area is subject to aircraft noise
Building Near Airfields
Hazards (Flooding)
Hazards (Bushfire - Regional)
Hazards (Flooding - Evidence Required)
Native Vegetation
Urban Transport Routes
Water Resources

3. Method

3.1 Flora assessment

A 3 hour on-site inspection, including a flora assessment, was carried out on Friday 31 January 2025. Additional database searches, using NatureMaps, didn't suggest the presence of species listed under the NP&W Act or the EPBC Act within this location.

3.2 Fauna assessment

A 3 hour on-site inspection, including a fauna assessment, was undertaken on Friday 31 January 2025. Time was limited due to the urgency of this application and the requirement of a aviation security identification card (ASIC) approved staff member to be with me the entire time I was undertaking the survey and assessment process. A subsequent NatureMaps database search was also undertaken. During the time of the survey it was well over 30 Degrees Celsius, with not a lot of animal activity taking place. However, there were a few lizards (dragons and skinks) running between the bushes and into their burrows, with some noisy white Browed Babblers also using the area.

Information has also been provided to me from Graham Carpenter (DEW) highlighting that this area provides habitat for the Southern Whiteface (Aphelocephala leucopsis) – EPBC vulnerable; Gilbert's Whistler (Pachycephala incornata) – SA rare; Major Mitchell's (Pink) Cockatoo (Lophochroa leadbeateri)-SA rare; as species listed under the EPBC Act or NP&W Act.

4. Assessment Outcomes

4.1 Vegetation Assessment

General description of the vegetation, the site and matters of significance

The land / geography is flat, consisting of a red sandy alluvial soil over a clay base. Vegetation consists of Western Myall Low Open Woodland with mixed shrub understory in good condition. The vegetation is relatively homogeneous.

The vegetation association to be cleared is part of a larger block of native vegetation that exists at the Whyalla Airport and is common to a much larger patch of similar vegetation (of many square kilometres) that surrounds Whyalla on all three sides.

Details of the vegetation associates/scattered trees proposed to be impacted

Vegetation Association	Acacia papyrocarpa Myoporum platycarpum Open Woodland over mixed shrub Understory

Representative photos

Map showing location and direction of photo points

P1

P2

P3

P4

P5

P6

P7

General description	Dominant species include Acacia papyrocarpa (Western Myall), Alectryon oleifolius (Bullock Bush) Myoporum platycarpum (False Sandalwood) over Geijera linearifolia (Sheep bush) Maireana sedifolia (Pearl bluebush) and Senna artemisioides subsp. coriacea (Desert cassia) in good condition, particularly considering how dry the ground is at the moment, with so little rain recorded in recent months. There is little evidence of recent disturbance, except for areas closer to the tracks surrounding and running through the area, that is proposed to be cleared.				
Threatened species or community	Graham Carpenter (DEW) highlighting that this area provides habitat for the Southern Whiteface (Aphelocephala leucopsis) – EPBC vulnerable; Gilbert's Whistler (Pachycephala incornata) – SA rare; Major Mitchell's (Pink) Cockatoo (Lophochroa leadbeateri)-SA rare; as species listed under the EPBC Act or NP&W Act.				
Landscape context score	1.06	Vegetation Condition Score	52.16	Conservation significance score	1.08
Unit biodiversity Score	59.71	Area (ha)	2.2	Total biodiversity Score	131.36

Site map showing areas of proposed impact

Please note that the picture below doesn't show the 30m setback of clearance into the native vegetation, to screen the asphalt plant compound from view from Lincoln Highway and Jenkins Avenue, as well as to provide a wider strip of vegetation for the native wildlife to safely pass to the north of the compound .

OVERALL LAYOUT

Photo log

Please refer to "Details of the vegetation associates/scattered trees proposed to be impacted" above.

4.2 Threatened Species assessment

A Database search (BDBSA, EPBC, AoLA) plus records of direct observations and incidental records of suitable habitat for, NP&W Act listed species or EPBC Act listed species is listed below. Graham Carpenter (DEW) provided me with the following list of birds below which I used to complete the following habitat suitability table.

Species observed on site, or recorded within 5 km (50 km in the arid zone) of the application area since 1995, or the vegetation is considered to provide suitable habitat

Species (common name)	NP&W Act	EPBC Act	Data source	Date of last record	Species known habitat preferences	Likelihood of use for habitat – Comments
Southern Whiteface (Aphelocephala leucopsis) – EPBC vulnerable		VU	6	Recorded within the previous 30 years	prefers open woodlands and shrublands, especially those dominated by mallee and spinifex grasslands	Possible

Gilbert's Whistler (Pachycephala incornata) – SA rare	R		6	Recorded within the previous 30 years	typically found in mallee woodlands, heathlands, and scrublands. The presence of mallee eucalypts (such as Eucalyptus species) is particularly significant for this bird.	Possible
Major Mitchell's (Pink) Cockatoo (Lophochroa leadbeateri)-SA rare	R		6	Recorded within the previous 30 years	Prefers open, lightly wooded areas rather than dense forests. These areas are typically dominated by large eucalypts, such as Eucalyptus camaldulensis (River Red Gum), Eucalyptus leucophloia (White Mallee), and other eucalypt species. The presence of tall, mature trees is important for nesting and roosting sites.	Possible
Source; 1- BDBSA, 2 - AoLA, 3 – NatueMaps 4 – Observed/recorded in the field, 5 - Protected matters search tool, 6 – others NP&W Act; E= Endangered, V = Vulnerable, R= Rare EPBC Act; Ex = Extinct, CR = Critically endangered, EN = Endangered; VU = Vulnerable						

Criteria for the likelihood of occurrence of species within the Study area.

Likelihood	**Criteria**
Highly Likely/Known	Recorded in the last 10 years, the species does not have highly specific niche requirements, the habitat is present and falls within the known range of the species distribution or; The species was recorded as part of field surveys.
Likely	Recorded within the previous 20 years, the area falls within the known distribution of the species and the area provides habitat or feeding resources for the species.
Possible	Recorded within the previous 20 years, the area falls inside the known distribution of the species, but the area provide limited habitat or feeding resources for the species. Recorded within 20-40 years, survey effort is considered adequate, habitat and feeding resources present, and species of similar habitat needs have been recorded in the area.

Unlikely	Recorded within the previous 20 years, but the area provide no habitat or feeding resources for the species, including perching, roosting or nesting opportunities, corridor for movement or shelter. Recorded within 20-40 years; however, suitable habitat does not occur, and species of similar habitat requirements have not been recorded in the area. No records despite adequate survey effort.

4.3 Presence of Substantially Intact Vegetation

The vegetation is considered to represent an intact stratum. However, it is not anticipated that this project will result in any long-term loss of biodiversity.

Provide information on whether the native vegetation constitutes a continuous intact stratum.

The plants within the stratum are not necessarily growing at original (pre-European) density, due to the historic nature of the site, once used for grazing, the highway located 30m away, as well as the use of this land as an airport. With the site fenced off to the public, this fencing also minimises the ability of any ground dwelling fauna, larger than 50mm wide, to be able to easily access or egress from the site and hence perform their natural roles within the function of the landscape.

While the existing vegetation contains a diversity of species, due to its location, it could not be determined that the existing vegetation is similar to its original (pre-European) vegetation quality of that community.

The existing vegetation is part of a contiguous area of vegetation consisting of the stratum, including that of adjacent properties, that total many square kilometers in area. It does not contain introduced perennial species occupying greater than 20% cover within that stratum.

Provide information on whether the native vegetation has been subject to degradation within the past 20 years.

There is no evidence that the native vegetation has been subject to any significant degradation within the past 20 years.

Provide a key finding on whether any or all of the area of impact could be considered as substantially intact.

The area could be considered as substantially intact.

4.4 Principles of Clearance (Schedule 1, *Native Vegetation Act 1991*)

If the clearance is seriously at variance with one or more of the principles, the NVC cannot approve clearance, however, the Act provides the NVC with a degree of discretion in certain situations

Principle of Clearance	Considerations
Principle 1a - it comprises a high level of diversity of plant species	Relevant information 23 plant species recorded (native and introduced) for the vegetation association, with a Bushland Plant Diversity Score of 28

	Assessment against the principles Seriously at Variance Western Myall / Myoporum platycarpum Low Open Woodland, with a mixed shrub understory
	Moderating factors that may be considered by the NVC With only a very small area of vegetation to be impacted relative to the amount of vegetation within the local vicinity (less than 0.25% of the native vegetation within a 5 km radius to be impacted), the NVC may reduce the impact from 'Seriously at variance' to 'At Variance'.
Principle 1b - significance as a habitat for wildlife	Relevant information This area provides habitat for: Southern Whiteface (Aphelocephala leucopsis) – EPBC vulnerable Gilbert's Whistler (Pachycephala incornata)– SA rare Major Mitchell's (Pink) Cockatoo (Lophochroa leadbeateri)-SA rare While it could be considered that the vegetation supports a high diversity of animal species, this diversity would be somewhat affected by the location of the site within the fenced off area of the Whyalla Airport, significantly affecting the movements of larger fauna species that would have otherwise freely moved between adjacent areas of native vegetation, located next to the airport. **Threatened Fauna Score – 0.08** **Unit biodiversity Score – 59.71**
	Assessment against the principles Seriously at Variance Western Myall / Myoporum platycarpum Low Open Woodland, with a mixed shrub understory
	Moderating factors that may be considered by the NVC Clearance is unlikely to have a significant impact on fauna habitat, the NVC may reduce the impact from 'Seriously at variance' to 'At Variance'.
Principle 1c - plants of a rare, vulnerable or endangered species	Relevant information No threatened species were sited during the on-site assessment, with no records of rare, vulnerable or endangered species located at this particular location. Threatened Flora Score - 0
	Assessment against the principles Not at Variance
	Moderating factors that may be considered by the NVC
***Principle 1d - the vegetation comprises the whole or part of a plant community that is Rare, Vulnerable or endangered*:**	Relevant information No threatened communities under the EPBC Act or threatened ecosystems under the DEW Provisional list of threatened ecosystems are present at this location. Threatened Community Score - 1
	Assessment against the principles Not at Variance
	Moderating factors that may be considered by the NVC

Principle 1e - it is significant as a remnant of vegetation in an area which has been extensively cleared.	Relevant information The remnancy figure for the IBRA Association is 95; and the IBRA Subregion is 97; with the long term health and likely longevity of remnants looking positive. Total Biodiversity Score – 131.36
	Assessment against the principles At Variance
	Moderating factors that may be considered by the NVC Nil.
Principle 1f - it is growing in, or in association with, a wetland environment.	Relevant information The vegetation is not associated with a wetland
	Assessment against the principles Not at Variance
	Moderating factors that may be considered by the NVC N/A
Principle 1g - it contributes significantly to the amenity of the area in which it is growing or is situated.	Relevant information This area of vegetation is not accessible to the public. However, the project has been repositioned 30 meters back into the vegetation, creating a 30-meter buffer to help conceal the asphalt plant compound from view along the highway, minimising its impact on the character of the landscape for passing drivers.
	N/A
	Moderating factors that may be considered by the NVC Nil.

Principles of Clearance (h-m) will be considered by comments provided by the local NRM Board or relevant Minister. The Data Report should contain information on these principles where relevant and where sufficient information or expertise is available.

(h) Clearance is not likely to contribute to soil erosion or salinity

(i) Clearance of the vegetation is unlikely to cause deterioration in the quality of surface or underground water; or

(j) the clearance of the vegetation is unlikely to cause, or exacerbate, the incidence or intensity of flooding.

(k) clearance the land will be used for an asphalt plant compound. The matters of (k) may be addressed as part of the development application - 25002905

(l) the clearance of the vegetation will not cause significant harm to the River Murray within the meaning of the River Murray Act 2003.

(m) the clearance of vegetation will not cause harm to the Adelaide Dolphin Sanctuary.

4.5 Address the Mitigation Hierarchy

The NVC will consider if the applicant has avoided and minimised the clearance of native vegetation as much as practically possible.

a) Avoidance

Efforts have been made to avoid native vegetation clearance by carefully selecting the location of the proposed works. Key avoidance strategies include:

Location Relative to Runways and Sensitive Areas: The proposal avoids areas that are too close to critical infrastructure, such as Runway 2 and the terminal, to comply with Civil Aviation Safety Authority (CASA) requirements. Furthermore, the site selection ensures the development does not encroach into areas near sensitive receivers, such as residential dwellings, which would have triggered additional environmental considerations from the Environmental Protection Authority (EPA).

Minimizing Vehicle Movement Across the Site: By locating the contractor hardstand in a controlled area, away from the central runways, the project avoids the need for heavy vehicles to navigate an extensive path throughout the site. This prevents damage to additional vegetation across the broader airport area, concentrating the impact of clearance to a specific, limited location.

b) Minimisation

Where avoidance was not possible, measures have been taken to minimise the impact on native vegetation. The location for the proposed clearance has been selected / positioned in an area close to Jenkins Avenue, in consultation with DIT, where B-Double trucks can easily access and egress to and from the site, with the temporary compound to essentially be fenced off and reclassified as landside of the airport. This will allow for the 24 hour operation of the asphalt plant, while also satisfying DIT and CASA requirements.
The location of the compound has also been moved 30m south, creating a 30m buffer from the airport perimeter track, retaining some of the better patches of Western Myall trees, while also providing a wider strip of vegetation for native fauna to pass to the north of the compound.

c) Rehabilitation or restoration

Clearance, due to its severity, will be permanent, so that the hardstand can be used for future projects as required. However, all cleared materials, plant and soil, will be moved approximately 1.5km east north east, to the site of the old Fauna Park. All the buildings have been demolished and removed from this location and this plant material and soil will be used as part of rehabilitating any old building sites and tracks, helping it to return to its natural state.

d) Offset – any adverse impact on native vegetation that cannot be avoided or further minimised should be offset by the achievement of a significant environmental benefit that outweighs that impact.

It is proposed that any offset requirements will be met by payment into the Native Vegetation Fund. Although Council is open to using suitable credits available in Native Vegetation Credit Register.

4.6 Risk Assessment

Determine the level of risk associated with the application

Total clearance	No. of trees	65 trees - estimated
	Area (ha)	2.2

	Total biodiversity Score	131.36
Seriously at variance with principle 1(b), 1(c) or 1 (d)		Seriously at variance with principle 1(b)
Risk assessment outcome		Level 4

5. Clearance summary

Clearance Area(s) Summary table

Block	Site	Species diversity score	Threatened Ecological community Score	Threatened plant score	Threatened fauna score	UBS	Area (ha)	Total Biodiversity score	Loss factor	Loadings	Reductions	SEB Points required	SEB payment	Admin Fee
1	1	28	1	0	.08	59.71	2.2	131.36	1	0	0	138.46	$13,226.11	$727.44
						Total	**2.2**	**131.36**				**144.5**	**$13,803.07**	**$759.17**

Totals summary table

Economies of Scale Factor	0.11
Rainfall (mm) Factor	263
SEB Points of Gain/ha Factor	7.5

SEB Uplift Factor	1.10
Management Cost ($/ha)	$24,764

	Total Biodiversity score	Total SEB points required	SEB Payment	Admin Fee	Total Payment
Application	131.36	144.50	$13,803.07	$759.17	$14,562.24

6. Significant Environmental Benefit

A Significant Environmental Benefit (SEB) is required for approval to clear under Division 5 of the *Native Vegetation Regulations 2017*. The NVC must be satisfied that as a result of the loss of vegetation from the clearance that a SEB will result in a positive impact on the environment that is over and above the negative impact of the clearance.

ACHIEVING A SEB

Indicate how the SEB will be achieved by ticking the appropriate box and providing the associated information:

☐ Establish a new SEB Area on land owned by the proponent.

☐ Use SEB Credit that the proponent has established. Provide the SEB Credit Ref. No. _____

☐ Apply to have SEB Credit assigned from another person or body. The application form needs to be submitted with this Data Report.

☐ Apply to have a SEB to be delivered by a Third Party. The application form needs to be submitted with this Data Report.

☒ Pay into the Native Vegetation Fund.

PAYMENT SEB

The SEB Policy states that if a SEB is required as a result of a clearance application under Section 28 of the Act, before an applicant will be permitted to make a payment into the Fund, they must first provide information to demonstrate that they are unable to achieve a SEB on-ground, through the establishment, regeneration or maintenance of native vegetation.

- Some effort has been made to identify an on-ground offset area, on the land of the applicant, but it cannot be determined if that land may be required for use in the future.
- The Native Vegetation Credit Register has not been checked yet for an appropriate credit. However, Council is open to using suitable credits, should they be available.

Payment amount required - including admin. fee and GST is $14,562.24

7. Appendices

Appendix 1 - Bushland Assessment Scoresheet_Whyalla Airport_Asphalt plant compound

Appendix 2 - Whyalla Airport - Asphalt plant compound - Flora and fauna species list

Appendix 3 - DecisionNotificationForm-Application24042123-10262318

Appendix 4 - General Arrangement Drawings