

LEGISLATIVE COUNCIL
Question On Notice

Tuesday, 10 May 2016

4119. Hon Robin Chappie to the Parliamentary Secretary representing the Minister for Transport

According to the *Mid West Ports Annual Report 2014-15*, the Authority has worked closely with the City of Greater Geraldton, the Mid West Development Commission and the Department of Transport to find a solution to the complex coastal processes that are causing erosion to Marina Bay and the Beresford Beaches to its immediate north, and I ask:

- (a) who was on the steering committee who provided oversight of the project;
- (b) how was the concept solution agreed to;
- (c) was the community consulted about the project and/or concept solution;
- (d) were stakeholders or third parties consulted about the project and/or concept solution;
- (e) if yes to (d), who was consulted;
- (f) who are the multi-agencies funding the concept solution (please list each agency and the funding provided);
- (g) will the Minister table a detailed design and final costing;
- (h) if no to (g), why not;
- (i) has the project commenced;
- (j) if no to (i), why not;
- (k) if yes to (i), at what stage is the project at;
- (l) what evidence was used to ensure the concept design and project would provide a solution to the complex coastal processes that are causing erosion to Marina Bay and the Beresford Beaches to its immediate north;
- (m) can the Minister advise if he believes that this project will be successful;
- (n) if yes to (m), why;
- (o) is the Minister aware of any problems with this project; and
- (p) if yes to (o), will the Minister please provide an outline of problems and solutions?

Answer

As at 10 May 2016:

(a) Managing Director (Chair) - Department of Transport (DoT)

CEO - City of Greater Geraldton (CGG)

CEO - Midwest Ports Authority (MWPA)

CEO - Midwest Development Commission (MWDC)

(b) A Technical Panel, comprising DoT, MWPA, CGG and Coastal Engineering Solutions, an independent coastal engineering consultant, project managed the four staged coastal

engineering investigation and design consultancy conducted by Royal Haskoning DHV. In October 2015 the working group endorsed the proposed design solution.

(c)-(d) Yes.

(e) MWPA, DoT, Department of Local Government, Department of Regional Development, Northern Agricultural Catchment Council, local Members of Parliament, Royalties for Regions Directors' General Reference Group (DsGRG), Geraldton businesses, and the community were consulted.

(f) Previous Mid West Investment Plan Funding: \$1m

Previous Royalties for Regions Action Agenda Funding: \$4.32m

Interest Earned on Royalties for Regional Funding: \$193,000

MWPA Funding: \$4m

CGG Funding: \$1.85m

(g)-(h) The funding design and final costing is available on CGG web site:
<http://www.cgg.wa.gov.au/your-council/key-projects/beresford-foreshore-project.aspx>

(i) No.

(j) Significant shortfalls of funding of \$11.76m is to be sought from current Royalties for Regions grant funding.

(k) Not Applicable

(l) The project is founded on seven years of incremental design based on extensive wave, current, and sediment transport data gathering; international best practice in modelling; and solutions provided by recognised national and international experts in the field.

(m)-(n) The proposed solution is the outcome of multiple coastal engineering investigations based on extensive wave, current and sediment transport data gathering over seven years and detailed sand nourishment and protection structure designs, which have been heavily scrutinised and peer reviewed by national and international experts in the field.

(o)-(p) The erosion north of the Beresford foreshore coastal protection area may continue into the foreseeable future. To mitigate the problem, MWPA has agreed to continue its existing sand bypassing program at a cost of approximately \$200,000 per year. CGG, as the local land manager, is in the process of preparing a coastal hazard risk management and adaptation plan for the area from Town Beach to Drummond Cove based on its newly completed coastal vulnerability study. With adequate coastal hazard risk management and adaptation planning and ongoing sand bypassing it is believed that the erosion problem in the north will be manageable.

