

REPORT

Addendum- EPBC Offsets Report- (EPBC 2006/2939) Shute Harbour Offsets Plan 21062024

(EPBC 2006/2939) SHM

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1 Introduction

This addendum provides a response for consideration of condition 19 (c) which considers Road Strike Injury and mortality for the Proserpine Rock Wallaby as outlined within EPBC 2006-2939.

2 History

From our review of the project, SHM have shown that there is no significant residual impact on either of the species considered with the EPBC conditions. These are Proserpine Rock Wallaby and Northern Quoll as specified within 19(b). As discussed, the site has been revised and resurveyed to confirm this since the original EIA. Alongside this there have been a number of recent developments which have increased traffic along Shute harbour road which have not required any mitigation for either of these species and there is no mitigation or management in place for these developments. These include:

- Shute Harbour Marine Terminal which has significant parking and vehicle access.
- Shute Harbour Logistics Terminal which is a logistics hub for the islands and generates a significant volume of traffic.

3 Current Species Management

There is also no species management plan in place for the Proserpine Rock Wallaby from our consultation with the department so far. Therefore, further to our discussions with various state departments we have reviewed the current species recovery plan and conservation advice.

The Conservation Advice (refer to <https://www.environment.gov.au/biodiversity/threatened/species/pubs/226-conservation-advice-29092021.pdf>) states the recovery action for vehicle strikes are:

- Install road signage where wallabies cross the road to reduce traffic speed and alert drivers.
- Plant trees to shade out palatable grasses on road verges on **Shute Harbour Road** and Staniland Drive.
- Spray guinea grass along road verges on **Shute Harbour Road**, Mandalay Road, and Staniland Drive.

The Recovery Plan (refer to <https://www.dcceew.gov.au/sites/default/files/documents/ptrogale-persephone-recovery-plan.pdf>) also states:

- Proserpine Rock Wallaby road-deaths have also been recorded on **Shute Harbour Road**.
- Most road deaths occur where road speeds are of 80km/h or greater and/or where there are feeding areas in close proximity to roads.
- The WRC and the DMR carried out a 12-month trial placement of road reflectors, along Dingo Beach Road and **Shute Harbour Road**, with the aim of deterring wallabies from going on the road. On completion of the trial, the project managers determined that road reflectors were ineffective in deterring the wallabies from going on to the road.

- Along **Shute Harbour Road**, Mandalay Road and Staniland Drive, guinea grass was sprayed, and vegetation planted to shade grass, to stop the Proserpine Rock Wallaby from coming out on to the road verges to graze. This method was found to reduce the occurrence of animals moving onto the road and subsequently being killed in those areas.

4 Mitigation proposed and offset summary

As part of our visual offset strategy the plan is to manage the vegetation (particular weed species) in a number of different areas as we have previously discussed.

4.1 Weed management

As part of this process, the management of weeds (guinea grass) and planting of vegetation, will be used. These methods have proven to reduce the occurrence of animals moving onto the road and therefore reduce road strike on Shute Harbour Road. It is considered that this measure which has been proven within the existing species recovery plan will mitigate impacts of traffic along portions of the road.

4.2 Road Speed

Further to this, SHM in consultation with TMR, will consider road speed and signage where appropriate to enable mitigation of risk of road strike. For the proposed works the speed limit in front of the development will be reduced with the current design alongside the introduction of the roundabout. This will be tailored further in light of TMR review.