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14 November 2019

Phil Joyce  
Executive Director – Development Assessment  
Department of State Development, Manufacturing, Infrastructure and Planning  
Level 13, 1 William Street  
BRISBANE QLD 4001

Dear Phil,

I refer to the assessment application for low impact seismic operations within ATP 934 (RPI19-008 – ATP 934) and your request for further information dated 5 November 2019. A response to the matters raised in the requirement notice are addressed in this document, as outlined in Table 1 (see over page). The response has been prepared by Santos, on behalf of Bengal Energy (Australia) Pty Ltd (the applicant).

Please do not hesitate to contact Jodie Spencer on (07) 3838 3182 or [jodie.spencer@santos.com](mailto:jodie.spencer@santos.com) should you have any queries.

Yours sincerely,

Liz Dunlop  
**Principal Environmental Advisor**

**Table 1: Response to Requirement Notice Dated 5 November 2019**

Request	Santos Response
<p><b>Item 1 – Restoration</b></p> <p>Provide details regarding the proposed restoration works to be undertaken, including any procedures and methods to be used, as a result of the instances identified in Section 2.1.4 of the Regional Interests Development Application – Assessment Report: ATP 934 3D Seismic’ report’ provided in support of the application.</p>	<p>Significant pre-planning is undertaken prior to conducting a seismic operation to ensure the impact of the operation is minimised to the greatest extent possible, and so that the majority of seismic lines and access tracks do not require restoration works. Furthermore, and as discussed in Section 2.1.4 of the assessment report, given the 3D seismic operations proposed within Channel Country SEA of ATP 934 are low impact only, it is not expected that any significant restoration works will be required.</p> <p>The instances identified in Section 2.1.4 of the assessment report include:</p> <ul style="list-style-type: none"> <li>• Wheel ruts caused after unexpected wet periods;</li> <li>• Existing access tracks that have sustained any damage due to seismic traffic;</li> <li>• Accidental compaction is reported and rehabilitation on completion of work; and</li> <li>• All markers and litter is removed from the work area.</li> </ul> <p>The need to carry out any restoration works, including those listed above, is identified through a post survey inspection. The inspection would consider the potential for impacts from undertaking restoration works and determine the appropriate strategy to minimise overall impacts of the activities. Normally a single dozer or grader or one of each is all that is required to carry out any identified restoration works. Methods used for restoration are likely to include:</p> <ul style="list-style-type: none"> <li>• A dozer or grader will transfer the wheel rut material to infill / re-profile substantially affected areas;</li> <li>• Damage to pre-existing access track will be repaired on completion of work, which may include activities such as, reshouldering public access tracks, reinstating public road windrows, and/or re-profiling considerably affected road surfaces;</li> <li>• Unavoidable over-compacted areas will be lightly ripped with bulldozer or grader rear tyres; and</li> <li>• Any remaining markers or found litter will be picked up and disposed of appropriately on completion of the recording phase or during the post survey inspection.</li> </ul>