24ADL-0123
29 NOVEMBER 2024

Social Impact Assessment

Nuclear-Powered Submarine Construction Yard

ANI

URPS

Social Impact Assessment

29 November 2024

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Prepared for ANI

URPS Ref 24ADL-0123

We acknowledge the Kaurna People as the Traditional Custodians of the land on which we work and pay respect to their Elders past, present and emerging.

Contents

Executive Summary

Australian Naval Infrastructure (ANI) as the owner and manager of the existing Osborne Naval Shipyard is proposing the development of adjacent land to construct a new, purpose-built, secure, nuclear-powered Submarine Construction Yard (SCY). Declared an impact assessed development under section 108 (1)(c) of the *Planning, Development and Infrastructure (PDI) Act 2016*, it requires the preparation of a Social Impact Assessment (SIA) as part of the Project Specific Assessment Requirements for the EIS, issued by the State Planning Commission.

This SIA covers the identification and analysis of the potential social impacts of the project, both positive and negative. The SIA determines the extent of the affected community (through establishing a baseline) — who it comprises, how they live, work, play, move and interact etc., and identifies and assesses potential social impacts of the proposed development on this community. Impacts identified will be wide ranging and include impacts to services, residential areas, community cohesion, public safety (including perceptions), recreation and public space amenity. Where needed it identifies planned management measures to mitigate any adverse impacts, whilst promoting and enhancing any benefits that support the local community's health and well-being over the longer-term.

The SIA establishes the historical context of the locality of Lefevre Peninsula - in terms of both First Nations connection to Country and more recent European arrival. Historic and current land uses are outlined, highlighting the dominant industrial use of the land since the early 1900s for infrastructure and ship building. A large residential area has grown to the south of the subject site as a low to medium density suburb home to a somewhat diverse community with differing levels of advantage and access to services. A baseline demographic profile is presented, noting that this may continue to transform as a result of the proposed development.

The elements or activities associated with the proposed development that are likely to cause an impact are documented in detail. They are presented as direct impacts and indirect impacts. The assessment table states what the impacts are likely to be, describes the positive and negative impacts (real or perceived), and any mitigation or management measures that have already been identified. A total of 42 impacts were identified.

Direct impacts include the range of physical impacts that are expected as a result of new built form and changed (and intensified) activity on the site. They also incorporate impacts of construction and operation on the site, as well as the nature of activities.

Indirect impacts include a range of potential real or perceived consequences as a result of the changes described above. These may not be directly or fully attributable to the proposed development. These include changes to community composition, workforce demands and changes to the broader economy.

As a result of the assessment which takes into account the mitigation measures that are (or are likely to be) in place, the 42 impacts identified are anticipated to mostly have low or medium residual impacts. The 14 medium residual impacts are assessed as such as it is anticipated that, even with mitigation or

management measures in place, there will be an impact that might occur weekly or may cause some concern. Medium level residual (direct) impacts are likely to be traffic and congestion and air quality, as well as noise and vibration (during construction). Medium level residual (indirect) impacts are likely to be changes to local property market, traffic and congestion, community opposition to defence activity and changes to access. There are several indirect impacts as a result of the requirement for a new and large workforce – including demand for skills and training, additional workforce required, availability of workforce, employment for disengaged groups in the community, impact on hard and soft infrastructure and impact on other development.

The 19 impacts assessed to have a low residual impact are identified only to occasionally impact the life of local community members, and in most cases are unlikely to cause concern. They may also have greater positive than negative impacts.

No impacts were assessed to have high residual impact. Six impacts were assessed to have no residual impact. Three impacts are likely to have net positive impact, concluding that on balance, that impact is likely to benefit or offer advantage to the community.

Glossary

Table 1 - Glossary of acronyms and meanings

Acronym	In full	Description
ABS	Australian Bureau of Statistics	The Australian Bureau of Statistics (ABS) is Australia's national statistical agency. It is responsible for collecting, analysing, and disseminating a wide range of statistical information about the country's economy, population, environment, and society.
ADF	Australian Defence Force	The Australian Defence Force (ADF) is the military organisation responsible for the defence of Australia. It comprises three main branches; the Royal Australian Navy, the Australian Army and the Royal Australian Air Force.
ANI	Australian Naval Infrastructure	Australian Naval Infrastructure (ANI) was established in 2017 as a Government Business Enterprise to support the Commonwealth's shipbuilding program. ANI own, develop and manage shipbuilding infrastructure and related facilities at Osborne Naval Shipyard.
ASA	Australian Submarine Agency	The Australian Submarine Agency (ASA) was established on 1 July 2023, to safely and securely acquire, construct, deliver, technically govern, sustain and dispose of Australia's conventionally-armed nuclear-powered submarine capability, via the AUKUS partnership.
AUKUS	Australia, the United Kingdom and the United States	Australia, the United Kingdom and the United States generally references the trilateral security partnership established between the three countries.
DIT	Department for Infrastructure and Transport	The Department for Infrastructure and Transport (DIT) is a department of the Government of South Australia, responsible for infrastructure and transport.
DPA	Development Plan Amendment	A Development Plan Amendment (DPA) is a change to planning policy under the previous planning act (*Development Act 1993*). The closest comparable policy change now is referred to as a 'Code Amendment'.
EIS	Environmental Impact Statement	Some developments are declared as Impact Assessed Developments because they cannot be properly considered under normal planning pathways due to the nature, scale and extent of their potential impacts. An application for Impact Assessed Development involves the preparation of an Environmental Impact Statement (EIS) that addresses the

Acronym	In full	Description
		expected environmental, social and economic effects of the proposed development.
EPA	Environment Protection Authority	The Environment Protection Authority (EPA) is South Australia's independent environment protection regulator.
EPBC Act	*Environment Protection and Biodiversity Conservation Act 1999* (Cwth)	The *Environment Protection and Biodiversity Conservation Act 1999* (Cwth) is a core piece of legislation guiding Commonwealth environmental approvals.
GARP	Greater Adelaide Regional Plan	The Greater Adelaide Regional Plan (GARP) outlines a strategic vision for sustainable growth and development in the Greater Adelaide region, focusing on housing, infrastructure, environment, and economic prosperity up to the year 2045.
GCCSA	Greater Capital City Statistical Area	A Greater Capital City Statistical Area (GCCSA) is a geographic area defined by the ABS to represent the functional extent of each of Australia's state and territory capital cities.
GIS	Geographical Information Systems	Geographic information systems (GIS) is a technology that is used to create, manage, analyse, and map all types of data.
NDIS	National Disability Insurance Scheme	The National Disability Insurance Scheme (NDIS) in Australia is a government-funded program designed to provide support to Australians with permanent and significant disabilities, as well as their families and carers.
ONS	Osborne Naval Shipyard	The Osborne Naval Shipyard (ONS) is the largest naval shipbuilding hub in Australia. It currently comprises two shipyards. Osborne South enables the construction of major surface combatants, and Osborne North facilitates the maintenance of submarines. Common use infrastructure supports the naval shipbuilding programs and commercial vessel maintenance and repair activities undertaken at the shipyard.
PDI Act	*Planning, Development and Infrastructure Act 2016* (SA)	The *Planning, Development and Infrastructure Act 2016* (SA) (PDI Act) is the legislation which guides state-based planning approvals.

Acronym	In full	Description
PFAS	Per- and polyfluoroalkyl substances	Per- and polyfluoroalkyl substances (PFAS) are a group of chemicals used to make fluoropolymer coatings and products that resist heat, oil, stains, grease, and water.
PHIDU	Public Health Information Development Unit	The Public Health Information Development Unit (PHIDU) is an organisation that provides data and analysis on the health and well-being of Australians, supporting policy development, planning, and research in public health.
SA2	Statistical Area 2	A Statistical Area Level 2 (SA2) is a geographical unit used in the Australian Statistical Geography Standard. Each SA2 typically has a population range between 3,000 to 25,000 people, with most having a population of around 10,000 people. The size and shape of SA2s can vary significantly, particularly between urban and rural areas, to accommodate this population range and to represent meaningful communities.
SATC	South Australian Tourism Commission	South Australian Tourism Commission (SATC) are a statutory authority of the Government of South Australia, responsible for promoting and developing the state's tourism industry.
SCY	Submarine Construction Yard	The nuclear-powered Submarine Construction Yard (SCY) is the proposed development for the construction yard to build submarines with a nuclear powered propulsion system at Osborne.
SEIFA	Socio-Economic Indexes for Areas	Socio-Economic Indexes for Areas (SEIFA) are a set of indexes created by the ABS to rank areas in Australia according to their relative socio-economic advantage and disadvantage, using Census data.
SIA	Social Impact Assessment	This report is a Social Impact Assessment (SIA), which aims identify and analyse the potential social impacts of the project, both positive and negative based on an established social baseline.

1. Purpose and context of this report

1.1 Background

The Australian Submarine Agency (ASA) was established in July 2023 to safely and securely acquire, construct, deliver, technically govern, sustain and dispose of Australia's conventionally armed nuclear-powered submarine capability for Australia.

Australian Naval Infrastructure (ANI), as the owner and manager of the existing Osborne Naval Shipyard. is proposing the development of a new, purpose-built, secure, nuclear-powered Submarine Construction Yard (SCY). The SCY will provide a facility for the construction of the submarines by a third-party ship builder and delivered to the Navy.

The Minister for Planning declared the SCY as an impact assessed development under section 108 (1)(c) of the *Planning, Development and Infrastructure (PDI) Act 2016*, which requires the preparation of an Environmental Impact Statement (EIS).

1.1.1 Environmental Impact Assessment

To assess the social, economic and environmental impacts for projects declared as impact assessed development (not being restricted development) requires the preparation of an EIS.

The EIS process is the highest level of assessment under the PDI Act and enables the holistic consideration of projects that are considered to be of economic, social or environmental importance to South Australia.

The EIS process provides a comprehensive assessment of a development or project proposal and the expected effects on the receiving environment and within the broader context of its setting, which could relate to a local area, region, state or nation.

This Social Impact Assessment (SIA) forms part of the Project Specific Assessment Requirements for the EIS, issued by the State Planning Commission.

1.2 Scope of the Social Impact Assessment

This SIA covers the identification and analysis of the potential social impacts of the project, both positive and negative. The SIA determines the extent of the affected community (through establishing a baseline) — who it comprises, how they live, work, play, move and interact etc., and identifies and assesses potential social impacts of the proposed development on this community. Impacts identified will be wide ranging and include impacts to services, residential areas, community cohesion, public safety (including perceptions), recreation and public space amenity. Where needed it identifies planned management measures to mitigate any adverse impacts, whilst promoting and enhancing any benefits that support the local community's health and well-being over the longer-term. It includes detailed assessment of primary and secondary data sources, community and stakeholder engagement, and strategies for mitigation and management of impacts.

The SIA has been prepared using the following information sources:

- ABS Census data.
- Geographical Information Systems (GIS) spatial data.
- Feedback received through previous and concurrent engagement being undertaken by ANI as part of this impact assessed development application process and related projects.
- Targeted engagement with key stakeholders (eg relevant State Government agencies, Council and service providers to supplement/validate desktop data being analysed).
- Technical reports and assessments submitted as part of the impact assessed development application (where available).
- Other sources (refer list in section 9).

This report has been prepared in response to the Project Specific Assessment Requirements provided by the State Planning Commission, specifically those under "Community Wellbeing / Social Impact Assessment" (Library reference SC2). For completeness, these have been listed in Appendix A, along with the specific data sources used and the section(s) in this report where the assessment requirement is addressed.

1.3 Principles of Social Impact Assessment

Social Impact Assessment is a tool for promoting sustainable development and social justice by integrating social considerations into decision-making processes and fostering inclusive and equitable development outcomes.

It is based on a series of principles, including:

- People have a right to live and work in an environment which is conducive to good health and to a good quality of life and which enables the development of human and social potential.
- People have a right to be involved in the decision making about planned interventions that will affect their lives.
- Local knowledge and experience are valuable and can be used to enhance planned interventions.

Social impacts are experienced differently by different communities, by different people and groups within a community and at different stages of a project's life cycle. They can be direct or indirect, positive or negative, and tangible, intangible or perceived.

Social impacts are changes to one or more of the following:

- Way of life – that is, how people live, work, play and interact with one another on a day-to-day basis.
- Culture – that is, shared beliefs, customs, values and language or dialect.
- Community – its cohesion, stability, character, services and facilities.

- Political systems – the extent to which people are able to participate in decisions that affect their lives, the level of democratisation that is taking place, and the resources provided for this purpose.
- Environment – the quality of the air and water people use; the availability and quality of the food they eat; the level of hazard or risk, dust and noise they are exposed to; the adequacy of sanitation, their physical safety, and their access to and control over resources.
- Health and wellbeing – health is a state of complete physical, mental, social and spiritual wellbeing and not merely the absence of disease or infirmity.
- Personal and property rights – particularly whether people are economically affected, or experience personal disadvantage which may include a violation of their civil liberties.
- Fears and aspirations – their perceptions about their safety, their fears about the future of their community, and their aspirations for their future and the future of their children.

1.4 Description of development

The SCY will provide a facility for the construction of the submarines by a third-party ship builder. This comprises the construction of large sheds, a wharf, wet dock, lay down areas for materials and equipment, car parks and stormwater basins. There will also be some ancillary development comprising short term accommodation and offices.

A formal description of the development is provided in the Government Gazette Notice that declares the SCY as an Impact Assessed Development.

2. Description of interested and affected peoples

There are a range of individuals and groups who may be impacted by or interested in the proposed development as described below. It is noted that individuals may be a member of more than one group of affected peoples (e.g., immediately impacted community may also be future employees).

2.1 Immediately impacted community

The immediately impacted community comprise those that live or work in proximity to development site. For the purposes of this demographic analysis, the community impacted by the proposed development is defined as those within the following Australian Bureau of Statistics (ABS) data groups:

- Statistical Area Level 2 (SA2) North Haven
- SA2 Largs Bay – Semaphore

These two areas are shown figures 2 and 3 below.

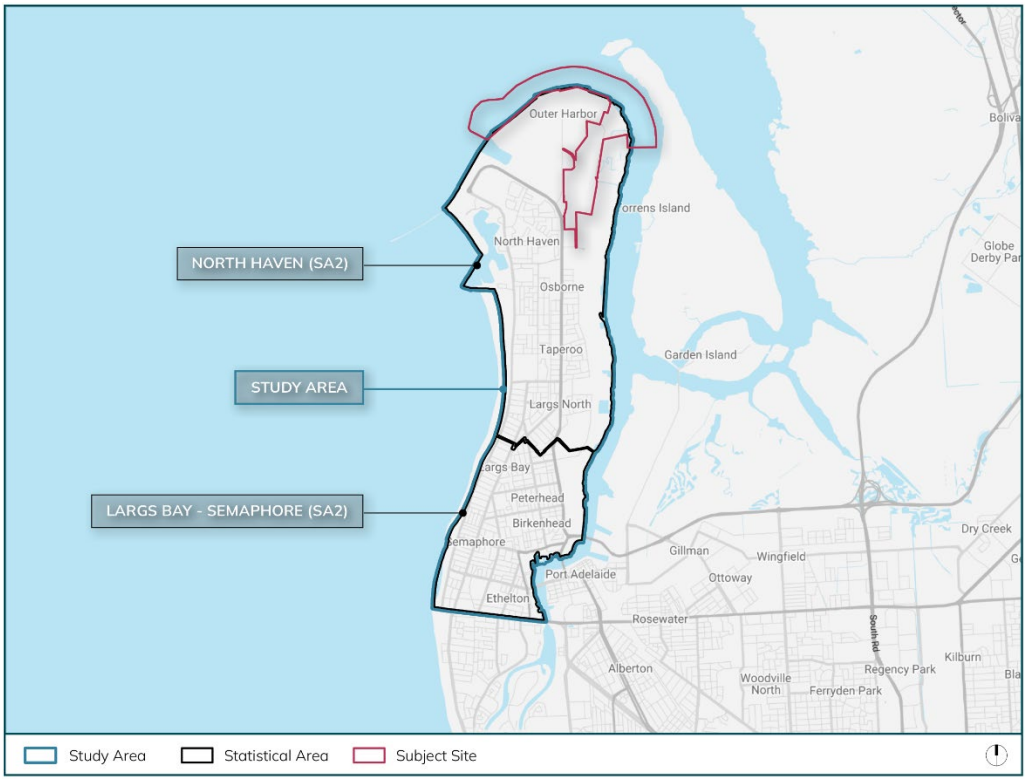

Figure 2 - Directly impacted community data group (North Haven SA2 and Largs Bay - Semaphore SA2)

2.2 Wider community

The wider community will not experience the direct impacts of those described above but may feel some of the real or perceived broader impacts. This wider community is defined as those within Greater

Adelaide. This is defined by the ABS as the Greater Adelaide Greater Capital City Statistical Area (GCCSA).

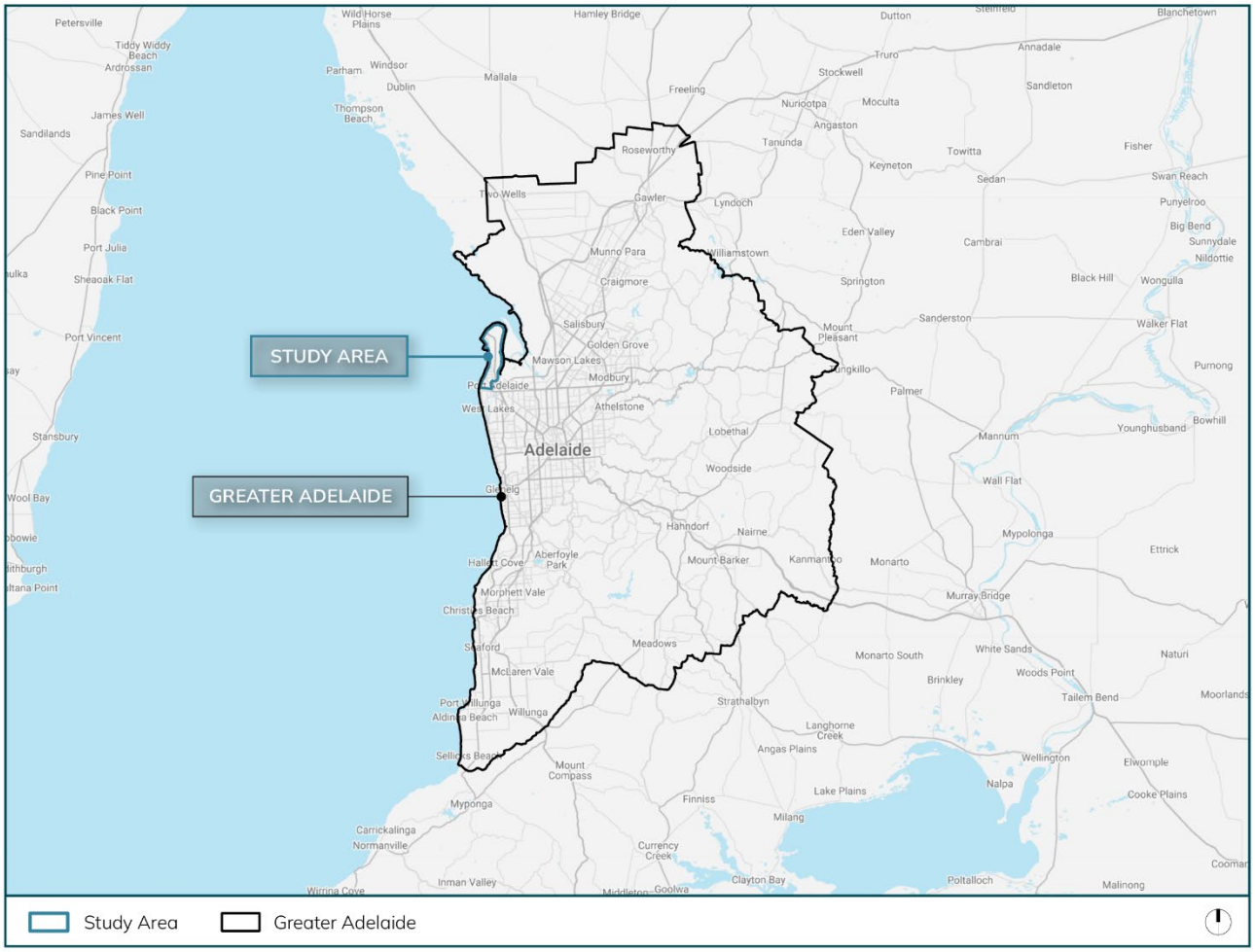

Figure 3 - Wider community data group (Greater Adelaide GCCSA)

2.3 Other interested and affected people

There are potential additional groups of interested and affected people that are not (or not directly) geographically linked to the site. These comprise community members beyond Greater Adelaide that have an interest in the nature of development. Due to the specific nature of this development (e.g., defence related infrastructure) this may draw upon a broader interest from communities that live far beyond the directly impacted or wider community data groups.

3. Community and locality context

The section that follows assist to establish a baseline of the community and locality to assist with contextualising impacts discussed in later sections of this report.

Baseline data implications

The locality has a long history (post European arrival) of industrial uses including for generation of energy (gas and electricity), and more recently for shipbuilding and manufacturing including the defence sector. This history is likely to serve the proposed development well, in terms of it being seen as 'the next stage', or 'logical evolution' of these land uses. Prior to European arrival the undeveloped ecosystem supported thousands of years of Aboriginal custodianship, and living Kaurna people today continue to have strong ties and creation stories linked to this landscape.

It has a strongly established residential area which developed alongside these industrial land uses, having had a strong influence on defining the character of the area.

Pockets of areas of value by small sections of the community (such as Mutton Cove and Biodiversity Park) are likely to be advocated for, but opinions on their broader community or environmental value are mixed and may not be consistently held.

Continuing to share the narrative of the shipbuilding history of this area and as a working port will support the transition to the proposed new activity. Sharing information of this area as a highly transformed natural environment with reclaimed land and a dredged waterway may assist in maintaining a more accurate perspective on the historical and ongoing function of this area.

3.1 Historical cultural context

3.1.1 Kaurna history

The Adelaide Plains have been home to the Kaurna people for tens of thousands of years. The Port Adelaide region holds a high level of significance to Kaurna people, having relevance to the creation of the Port River and the Tjilbruke Dreaming story. The City of Port Adelaide Enfield provides the following summary of pre-European history at Port Adelaide:

> *Kaurna people have occupied the lands we now know as Port Adelaide for thousands of years, and the region is of great importance for Aboriginal people. The Kaurna people called the land around the Port River* Yertabulti, *(*Yerta *meaning place or land, and* Bulti *meaning sleep or death).*
>
> *The Wirra Kaurna, a northern tribe, occupied land on the eastern bank of the Port River, while the Port River Tribe resided on the western bank of the river, with their territory stretching from West Lakes to the tip of the Lefevre Peninsula, and from Glanville to the sea. The Port River Tribe's totem was* Kudlyo, *the Black Swan. The Port Adelaide tribe lived in camps around the Port waterways and beaches during the summer time, and in the winter they moved east into the foothills.*

The Kaurna people have a strong spiritual attachment to and partnership with the land, and the rich and diverse eco-zone of the Port Adelaide region prior to European arrival, provided them with food, shelter, and areas of spiritual significance. The river provided flax, rushes, reed covered dunes, mangrove forests and marshes and swamps, which offered fish, crabs and oysters as food sources, flax was used to make nets to catch fish and hunt game animals such as kangaroo, while reeds were made into mats, baskets and clothing, and trees and plant life, including the gum and honeysuckle, provided shelter and could be used to make tools[1].

While the subject site is in the Kaurna People's Native Title Claim Area, contemporary representatives of the Ramindjeri community also place significance on the region.

3.1.2 European arrival and site history

The following figure outlines the key milestones in European history on Lefevre Peninsula and Osborne[2]. It notes that in the nearly 190 years since European arrival, the Peninsula has been home to industrial, power generating and ship building uses.

[1] 'Pre-European history of Port Adelaide' from 'Our History' accessed at https://www.cityofpae.sa.gov.au/council/our-city/our-history 17 June 2024

[2] Much of this is sourced from McDougall & Vines, 'City of Port Adelaide Enfield Heritage Review' 2014 accessed at https://www.cityofpae.sa.gov.au/__data/assets/pdf_file/0021/414147/Info_HeritageSurveyReport.pdf

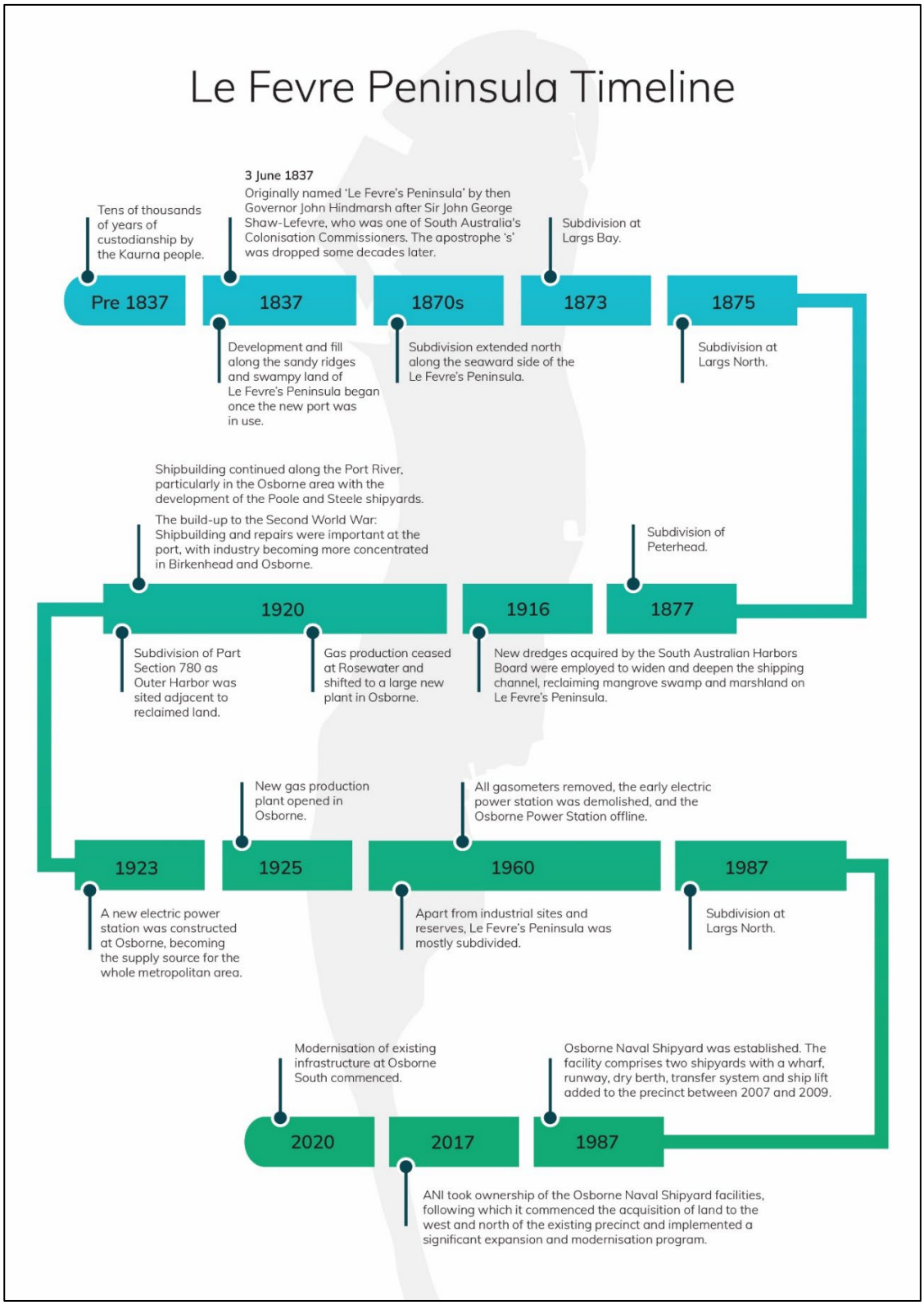

Figure 4 - Lefevre Peninsula European history timeline

3.2 Locality

3.2.1 Location and general overview

Osborne, a suburb in the north-western part of Adelaide, South Australia, is approximately 22 kilometres from the city centre. It is located on the Lefevre Peninsula, a long narrow (mostly reclaimed) land mass in the City of Port Adelaide Enfield local government area. Established in the early 20th century and named after the historic Osborne House estate, the suburb features a mix of residential and industrial land uses.

3.2.2 Residential areas

Residential housing is located to the west of the suburb, including detached homes, townhouses, and apartments, accommodating a diverse population of families, retirees, and professionals. Surrounded by suburbs including Taperoo, North Haven, and Largs Bay, this area has close proximity to the coastline, providing residents with easy access to beaches and maritime activities.

3.2.3 Land uses

Industrial land is located to the east of the suburb, along the Port River. Osborne is particularly known for being home to the Osborne Naval Shipyard (ONS), which significantly influences the local economy by providing substantial employment opportunities. The subject site is located within an area largely characterised by industrial uses, with nearby facilities including an existing ANI shipbuilding facility, a power station, fuel and grain silos, and the port terminal.

The Osborne Naval Shipyard (ONS) currently extends across over 100 hectares on the Lefevre Peninsula. The infrastructure on the ONS is owned and managed by ANI, which is responsible for the development and management of naval shipbuilding infrastructure and related facilities. These facilities have been integral to the naval shipbuilding enterprise, supporting major projects like the Hobart Class Air Warfare Destroyers, Offshore Patrol Vessels, and Hunter Class Frigates, as well as the full cycle dockings of the Collins Class Submarines. The shipyard comprises the Surface Shipyard, Common Use Facility, and Collins Class Sustainment Facility. The Common Use Facility includes a wharf, hardstands, two ship lifts, and a variety of supporting facilities, with several tenanted businesses also operating within the shipyard.

The wider Lefevre Peninsula is home to a mix of land uses. The northern and eastern areas are industrial, with a mix of shipping, export, and defence land uses. These areas have open space buffers to the surrounding residential development found to the west and south. The residential area contains predominantly established single-storey dwellings.

Land tenures vary across the site, from private free-hold to Local, State, and Federal Government ownership. ANI is currently in the process of acquiring all land within the subject site. On 10 November 2023, the Australian Government and the South Australian Government signed a land exchange agreement to secure the majority of the Osborne site for the SCY. In exchange, Defence-owned land at Keswick and Smithfield will support future urban renewal projects in metropolitan Adelaide, and parts of Cultana Training Area will facilitate the State's future renewable energy initiative.

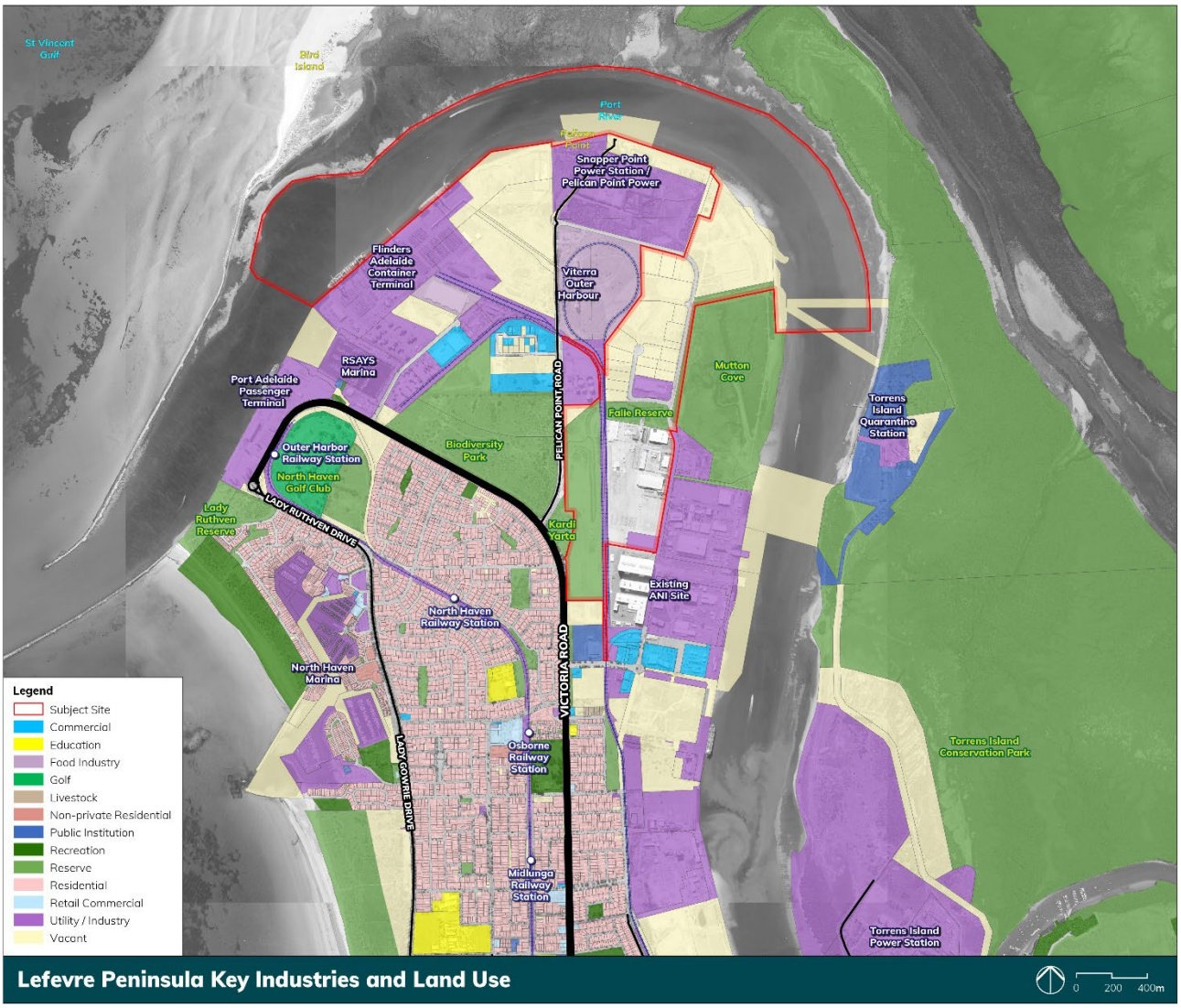

Figure 5 - Key industries and land use on Lefevre Peninsula

3.2.4 Local environment and heritage value

The Lefevre Peninsula is relatively flat and low lying. It is bound by Gulf St Vincent to the west and the Port River to the north and east. Much of the peninsula has been reclaimed and developed.

The peninsula is home to a number of landscaped recreation parks and areas of native vegetation. Mutton Cove protects an important area of remnant mangroves and samphire. Other landscaped areas in the locality include Falie Reserve, Kardi Yarta, Biodiversity Park, Lady Ruthven Reserve, Outer Harbour Railway Station Reserve and the dunes on the western side of the peninsula. Some of these areas contain intact remnant vegetation and revegetation sites which provide habitat for a range of species including threatened and protected species.

The Port River is a highly modified and industrialised waterway. It is used as an international port and is bordered by heavy industries which in the past have caused a significant amount of pollution. The river

has been dredged numerous times. Pest species including the microalgae *Caulerpa taxifolia* and *Pacific oyster Magellina gigas* (POMS) are present. Nonetheless, the river supports a population of resident and migratory dolphins, patchy seagrass, mangroves, samphire and other marine life. The Port River and surrounding marine area is encompassed in the Adelaide Dolphin Sanctuary under the *Adelaide Dolphin Sanctuary Act 2005*. The objectives of the Act and Sanctuary are to protect the dolphins in the Port River and Barker Inlet area and to protect the habitat on which they rely.

Torrens Island lies nearby to the east. The west of the island is home to the Torrens Island Power Station and other industrial uses. The remainder of the island is a Conservation Park which hosts a large area of intact native vegetation including mangroves, saltmarsh and coastal dunes. This includes areas of Subtropical and Temperate Coastal Saltmarsh Threatened Ecological Community protected under the EPBC Act. It also contains large mature trees including regulated and significant trees. The State Significant Vegetation overlay covers the Torrens Island Conservation Park. Bird Island lies nearby to the north. This island is based on spoil dredged from the harbour in the 1960s and 70s and is now being extended through natural processes. Although small, it is valued as a bird colony, providing a roosting and feeding site for migratory and non-migratory birds, and a breeding rookery for seabirds.

The Barker Inlet – St Kilda and St Kilda – Chapman Creek Aquatic Reserves are outside the project area. All of these environments provide habitat for a number of birds protected under the EPBC Act. Soils on the Lefevre Peninsula and in the Port River are known to contain contaminants due to its history as an industrial precinct.

A number of historic shipwrecks are identified in the state shipwrecks database as being present in the Port River. However, most shipwrecks in close proximity of the site area are considered unlikely to still remain in their plotted locations. The exceptions are Excelsior and Jupiter which are extant in Mutton Cove, and Napperby, which is considered likely to be located in the Port River.

There are no State Heritage Places, State Heritage Areas, Local Heritage Places or Historic Areas located within the subject site. One State Heritage Place (Torrens Island Quarantine Station Complex) can be found in the locality, on Torrens Island.

Given the subject site and surrounding northern Lefevre Peninsula are located in the pre-European intertidal zone and have since been filled with hydraulic fill and industrial waste, it is considered that there is a low risk of encountering Aboriginal or European archaeological heritage in the area.

A significant number of geotechnical investigations, archaeological surveys, Aboriginal consultations and Kaurna/Ramindjeri earthworks monitoring have been undertaken on the northern and eastern sections of the Lefevre Peninsula support this conclusion. These studies have confirmed a generalised Aboriginal cultural significance for the peninsula and surrounding waters. They highlight the presence of historic Aboriginal burial sites on the southern end of the peninsula, such as at Birkenhead Reserve and Persic Street, and the absence of Aboriginal sites on the northern and eastern extents, including the subject site.

Figure 6 - Lefevre Regional Heritage Sites and Open Spaces

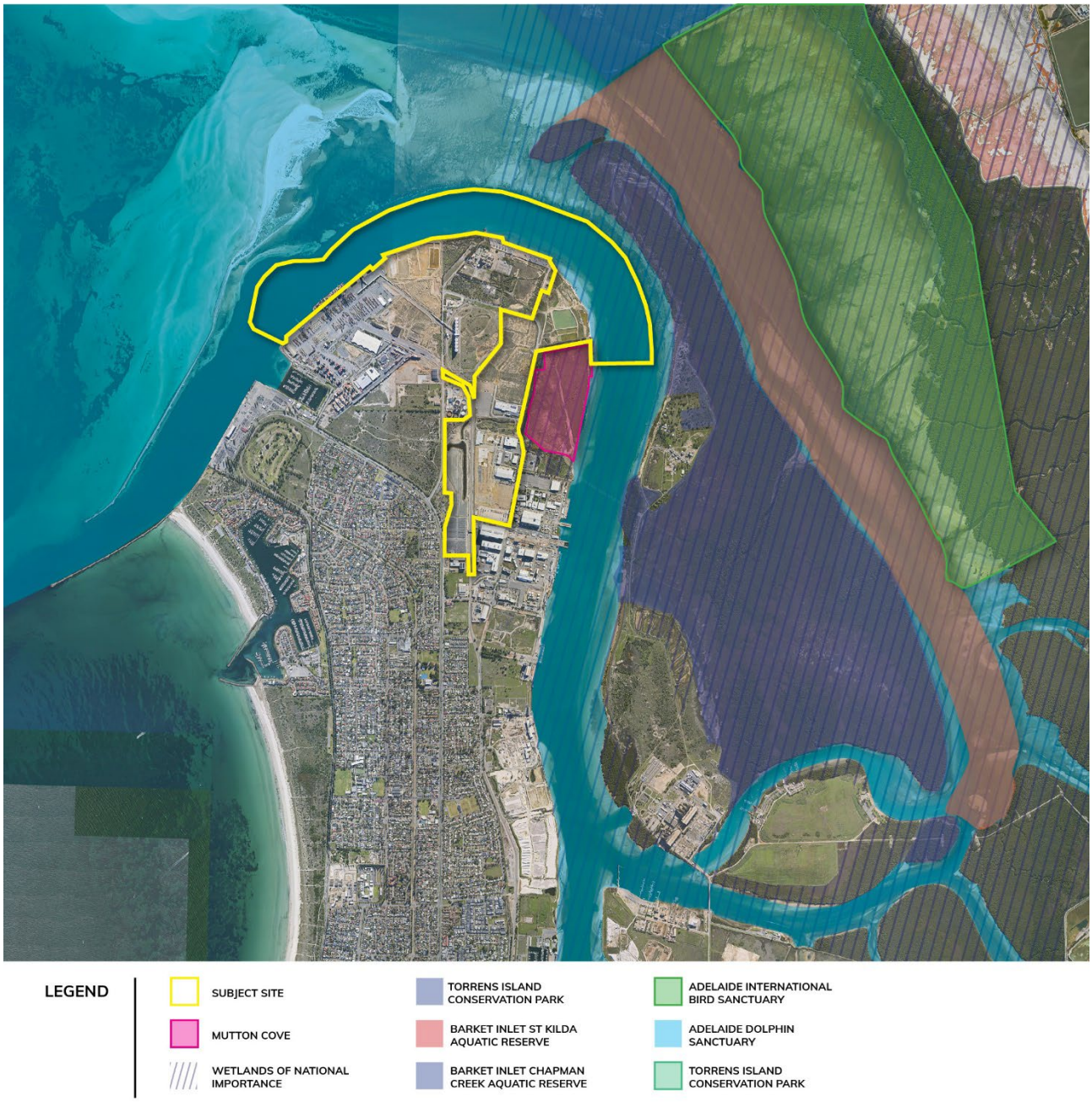

Figure 7 - Lefevre Peninsula Regional Protected Areas

4. Social infrastructure and housing

The section that follows identifies baseline social infrastructure and housing to assist with contextualising impacts discussed in later sections of this report.

Baseline data implications

The proposed development is located near a diverse community with differing levels of advantage and access to services. Port Adelaide functions as an important regional centre for the wider area with most social, health, and community services available from here. There are a wide range of adequate services and infrastructure scattered throughout the local area which the existing community are already well connected to. Any negative impacts on service levels will be experienced by this community and maintaining or enhancing community service levels in this region should be a priority.

Challenges around access to attainable housing is not unique to this part of Adelaide, and is being experienced across Greater Adelaide and the nation more broadly. Responding to the housing demand driven by this development is part of the wider State Government's plan to increase housing supply in South Australia. The proposal presents significant opportunity for gentrification which will be seen as positive and negative within the community, but transition should be carefully managed and programmed.

4.1 Social services and infrastructure

4.1.1 Existing healthcare services

There are few healthcare facilities in the study area and no ambulance stations. This reflects the sparsely populated subject site and surrounds. The closest healthcare facility is Harbor Medical Centre which is just under 1km from the proposed development. The next closest medical facility is Spring Life Medical Centre, approximately 5.5km south of the proposed development.

Healthcare facilities within the locality include:

- St Margaret's Hospital, Semaphore - a small, local hospital, by appointment only.
- Two General Practitioner (GP) clinics, Harbour Medical Centre, Taperoo and Springlife Medical Centre, Semaphore. Harbour Medical Centre undertakes services such as pre-employment medicals and insurance medicals.
- TLC Pharmacy, Taperoo, Terry White Chemmart, Largs Bay and Priceline Pharmacy, Semaphore.

An initial desktop analysis highlighted two GP clinics and three pharmacy clinics. GP clinics or allied health services have not been more extensively included in this desktop analysis due to limitations in the reliability of this data due to a lack of a no central database and reliance on small operators having websites.

The closest healthcare facilities further afield include:

- Old Port Road Medical and Dental Centre – urgent care clinic.
- Queen Elizabeth Hospital – closest large hospital and closest emergency department.
- Dr Foenander's Surgery, Port Adelaide - one of the closet bulk billing GP clinics.
- Wonggangga Turtpandi clinic in Port Adelaide, for culturally safe healthcare for First Nations people.

Quality of supply of healthcare services can also be considered in terms of rates of healthcare professionals within the community. Section 7.9 of this report highlights that the locality has much lower rates of healthcare professionals per 100,000 people compared to Greater Adelaide.

4.1.2 Existing emergency response services

Largs North Metropolitan Fire Station is located 2km south of the subject site and is the only emergency service located within the study area. The nearest ambulance station is located approximately 3.3km southwest of the proposed development, in Port Adelaide. The Port Adelaide Police Station is located approximately 7.8km from the proposed development.

The closest emergency services include:

- Port Adelaide Metropolitan Fire Service
- Port Adelaide Ambulance Station
- Port Adelaide Police Station
- The Queen Elizabeth Hospital – Emergency Department.

4.1.3 Existing utilities/services

Existing utility services within the study area include:

- High-voltage power (ElectraNet) substation at Pelican Point (275 kV) and under 66 kV substation in Taperoo.
- SAPN sub transmission and high voltage overhead and underground lines and some SAPN substations throughout the study area.
- Underground services including SA Water and APA gas throughout the area.
- Petroleum Pipeline Licence area, near Pelican Point.
- Wastewater pumping in some locations throughout the study area and some areas of identified low pressure wastewater.
- Telecommunication network coverage by Optus and Telstra.

4.1.4 Existing education and childcare services

The South Australian Education school finder website in conjunction with a mapping analysis was used to find schools, early learning centres, kindergartens, and childcare centres in the local area.

There are nine schools within the study area and of these, two are high schools and one is a school for children with a disability. There are approximately 18 Early Learning Centres, Out of School Hours Care (OSHC) and childcare facilities in the study area. Ethelton, Exeter, Outer Harbor, Peterhead and Glanville do not have any education or childcare facilities. It is important to note that it is hard to determine the exact number of childcare services in the locality, given these figures do not account for workplace-specific childcares and small, at-home childcare.

Table 2 - Schools in the Study Area

Suburb	School
Birkenhead	Le Fevre Peninsula Primary School
Largs Bay	Largs Bay Primary School
New Port	Portside Christian College (Early learning to 12)
North Haven	North Haven Primary School
Semaphore	Dominican School, Semaphore (Reception to 6)
Semaphore South	Le Fevre High School
Taperoo	Adelaide West Special Education Centre (Reception to 12) Ocean View College (Reception to 12) Our Lady of the Visitation (preschool to 6)

Table 3 - Childcare and Early Learning in the Study Area

Suburb	Childcare/Early Learning Facility
Birkenhead	Le Fevre Peninsula Primary School OSHC Le Fevre Kindergarten Inc
Largs North	Largs North Kindergarten
Largs Bay	Largs Bay Primary School OSHC/Vac
New Port	Portside Christian College ELC and OSHC
North Haven	Eden Academy North Haven (childcare) North Haven Primary School OSHC/Vac (after school hours care) North Haven Kindergarten North Haven Kindergarten Occasional Care
Osborne	Goodstart EL Osborne (early learning)
Semaphore	Dominican School OSHC
Taperoo	Le Fevre Community Children's Centre (childcare) Nido Early School Taperoo (early learning) Ocean View College Children's Centre (playgroup) Ocean View College OSHC/Vac Ocean View Occasional Care Our Lady of the Visitation OSHC/Vac

4.1.5 Existing community support services

The study area is serviced by seven retirement homes and aged care facilities, as well as a number of NDIS disability and health care providers including physiotherapy, NDIS plan assistance and disability living. There are three Australia Post facilities within the study area, the nearest being North Haven, approximately 850m from the Subject Site. The study area does not include services such as legal aid, Service SA, homelessness or crisis centres. Port Adelaide remains the closest hub for these services.

Table 4 - Existing Community Support Services, North Haven and Largs Bay

Service Type	Suburb
Retirement Homes and Aged Care Facilities	Gulf Point Retirement Village, North Haven The Haven Retirement Village, North Haven Ashman Grove Residential Aged Care, Semaphore Bolton Clarke Marten Largs North Residential Aged Care, Largs North ECH Marten Retirement Village, Largs North Southern Cross Care Peninsula Retirement Living, Largs Bay Southern Cross Care The Philip Kennedy Centre Residential Care
NDIS – Disability and health care providers	Ab Care Group (Australia) Pty Ltd, New Port Adelaide Foot and Ankle, Semaphore Adjustability, Semaphore Allsports Physiotherapy, Semaphore Aver Plan Managers, Semaphore Disability Equipment Service SA, North Haven #Enabled4life NDIS Plan Management, North Haven and Largs Bay Kura Yerlo Incorporated, Largs Bay and Birkenhead My Life My Way, Semaphore Professional Assistance for Living, Ethelton Support Care and Nursing SA, Largs Bay Sunnydale Supportive Care, Semaphore Semaphore Hostel, Semaphore Walkerville Lodge, Semaphore Westside Lawns and Gardens, Ethelton Plus, individual providers and wider providers who service the area.
Government services	Australia Post, North Haven Australia Post, Largs North Australia Post, Semaphore

Service Type	Suburb
	City of Port Adelaide Enfield community services including social support, transport, domestic assistance, home maintenance, and home modification. Just outside the study area are Centrelink, Port Adelaide and Service SA, Port Adelaide
Homelessness and food services	Fred's Van, Semaphore Pop Up Market, Osborne St Bede's Anglican, Semaphore Lefevre Uniting Church, Taperoo The Port Church, Largs North

4.2 Housing and accommodation market

4.2.1 Housing supply

Undersupply of housing and accommodation is a national issue in Australia currently, with South Australia being no exception.

Trends and projections indicate that the demand for housing and the underlying supply conditions will continue to be challenging in the future. This is due to the state's anticipated high population growth, driven by rising investor confidence, the sustained reversal of the migration of highly skilled workers, and job growth from significant initiatives like this development and the State Prosperity Project.

Supply of housing has not kept up with demand in South Australia and this has in turn impact on affordability. House prices and mortgage servicing costs are rising faster than household incomes, leading to a continued decline in long-term housing affordability in South Australia for both homeowners and private market renters.

In June 2024 the Malinauskas Government released the Housing Roadmap which outlines how a range of measures will be enacted to boost housing supply. These measures include increasing the release of land for residential development, expediting planning processes, delivery of new housing by Government, measures to provide more timely and orderly supply of infrastructure, and finally improvement of skills in the construction and planning sectors. This suite of measures comprises a commitment of $843.6 million in the 2024–25 State Budget for housing initiatives plus $1.2 billion for water and wastewater infrastructure for housing developments over the next four years.

Key locations for government land releases in reasonable proximity to the site includes:

- Central Adelaide - Dry Creek, Elizabeth South, Golden Grove, West Lakes, Albert Park, Brompton, Kidman Park, Lockleys, Thebarton, Gilberton

- Northern Adelaide – Concordia, Freeling, Freeling West, Gawler Belt, Hillier Park. Smithfield, Virginia.

In addition, growth in housing to the south of Adelaide will become more easily connected to the site through improvements in infrastructure, such as the North South Corridor, which will greatly reduce travel time. These land releases include Aldinga, Onkaparinga Heights, O'Sullivan Beach, Noarlunga Downs, Mount Compass, Sellicks Beach, Woodcroft.

There are also a range of measures to improve outcomes on affordable housing through planning policy levers, investment with the Australian Government and increasing housing diversity. Progressing with these areas will be critical to ensuring sufficient housing supply.

4.2.2 Local housing market

Osborne currently has a median house price of $666,000 which has shown 14.8% growth over the last 12 months. Proximity to high amenity beaches can influence prices with suburbs with only a few kilometres away seeing much higher median prices ($870,000 at Largs Bay and $820,000 for North Haven).

4.2.3 Short term accommodation

The following synopsis of short-term accommodation is provided by TSA as part of the Economic Analysis prepared for the EIS:

> *The Lefevre Peninsula is not traditionally a location that supports significant levels of tourist or business-related visitation. As a result, the region's accommodation offer is relatively under-developed. To accommodate temporary spikes in workforce requirements, and other business-related travel, an adequate supply of hotel rooms and serviced apartments will be important.*
>
> *During 2023, supply increased by 600 room nights (0.8% increase). Looking ahead, there exists a strong pipeline of new hotel supply driven by growth in events and conference attraction and the State's focus on major events and tourist attraction (e.g., LIV Golf, Gather Round). Whilst broadly the Adelaide accommodation market appears capable of absorbing the accommodation needs of the temporary workforce requirements for the SCY, it is important to note that the subject site is over 20 kilometres and a more than 30-minute commute from the Adelaide CBD.*
>
> *The Port Adelaide Enfield LGA possesses limited accommodation options. Around 110 serviced apartments (predominantly comprising Quest Apartments in Port Adelaide) are available, and the nearest hotel supplies 24 suites (5 minutes to the subject site). Local liaison activities have revealed that available serviced apartments and hotel rooms particularly on the Lefevre Peninsula are frequently heavily booked as a consequence of existing shipbuilding activities.*
>
> *Data sourced from Localis for the Semaphore, Port Adelaide & Outer Harbor Wards area is charted below, demonstrating that the local accommodation market throughout 2023 was experiencing occupancy rates above the Adelaide average, peaking at over 90% on multiple occasions.*

There exist several major approved hotel developments locally that will assist in relieving existing market pressures and in partially accommodating future demand associated with the SCY. These developments include:

- *Quest II (Port Adelaide) - this development is due to open mid-2025 and will have 90 apartment style rooms.*
- *Rydges Hotel– McLaren Parade (Port Adelaide) - 180 rooms are proposed - Construction has not yet commenced.*
- *Marine and Harbors Hotel (Port Adelaide) - 150 guest rooms and 10 floating river suites as part of the Kite development, Dock 1 - Construction has not yet commenced.*

Without additional supply of accommodation and serviced apartments beyond the developments listed above, many temporary workers will endure long commutes from available accommodation elsewhere in Adelaide. In turn, this demand could crowd out growing tourism and events/conference accommodation demands in the city more broadly. To mitigate this risk, it is recommended that planning processes recently commenced in the local area consider strategies to encourage further private investment in accommodation and serviced apartments.

5. Employment and economic development context

The section that follows establishes a baseline context of employment and economic development conditions to assist with contextualising impacts discussed in later sections of this report.

Baseline data implications

The site of the proposed development and surrounds has an established history of shipbuilding and defence use, which is supported by the policy and strategic context outlined in the reports.

The area is fairly well serviced by the local road network and public and active travel alternatives, making getting to and from work relatively straight forward. The area has traditionally been dominated by 'blue collar' workers although a decline in manufacturing generally has seen a lower participation in males in the workforce.

A range of key developments in the locality support the ongoing revitalisation of the area, which is likely to continue the repositioning of the northern Port Adelaide region as an attractive place to live and work.

A review of relevant Government Plans point to a long term vision for ongoing support for this proposal, with all parts of social support and economy being poised to see this growth occur. It is likely that once these plans will need to significantly scale up to more accurately prepare for the size of the proposal and the impacts on housing, community and services in the area, as well as significant employment and economic uplift that will be created.

5.1 Economic context

The Lefevre Peninsula is of significant local and state economic importance as an industrial and trade hub in the areas of manufacturing, services, retail, transport and logistics. The Flinders Adelaide Container Terminal connects South Australia to destinations in most of the world's continents, including north, south and west Asia, the Indian sub-continent, Europe and North America. The Peninsula is also serviced by a cruise ship terminal, passenger and freight rail lines, and a network of roads for passenger vehicles and freight trucks.

The City of Port Adelaide Enfield's Economic Development Strategy 2020 identifies that historically, the Council area's economic prosperity has been driven by traditional sectors including manufacturing, logistics and labour led job fields. Whilst traditional manufacturing such as car manufacturing in the state is becoming more challenging, there are opportunities around the introduction of advanced manufacturing and innovation to make traditional fields of manufacturing more sustainable. It also identifies new industries that will contribute to the future economy which include but are not limited to education and training, tourism, retail and services, aged care and disability support and professional services.

The City of Port Adelaide Enfield contains 30% of Adelaide's industrial land. The Council's Gross Regional Product is estimated at $10.90 billion, which represents 8.76% of the state's Gross State Product. Its largest industry is manufacturing, generating 15,496 local jobs in 2021/22. The subject site itself is nestled

in an industrial precinct that fringes the Port River. Surrounding industries include the Pelican Point and Snapper Point Power Stations, Vitera Outer Harbour freight railway line and grain silos, Ampol Pelican Point Fuel Terminal, the Flinders Adelaide Container Terminal, as well as ANI's existing Osborne Naval Shipyard.

5.2 Local and regional labour market profile

5.2.1 Getting to and from work

The local workforce has a range of options for getting to and from work with options varying based on place of origin. An assessment of the existing traffic performance indicates that the network is currently performing adequately. Traffic movements are characterised by peak tidal movements – indicating predictable surges in traffic flow with morning peak heading towards the city, and evening peak flowing out of the city.

The study area is predominantly serviced by the Outer Harbor train line and feeder buses from/to the Port Adelaide and West Lakes interchanges. The two closest train stations to the proposed development are in North Haven (approximately 1.7km and 1.2km from the subject site). The closest bus stop is directly adjacent on Veitch Road, Osborne, and connects to bus route 150 (Osborne to the CBD).

Existing transport services within the study area include:

- The primary transport mode for commuters is via train on the Outer Harbor line, with the following possible stops within the study area:
  - Glanville, New Port
  - Peterhead, Birkenhead
  - Largs, Largs Bay
  - Largs North, Largs North
  - Draper, Largs North
  - Taperoo, Taperoo
  - Midlunga, Osborne
  - North Haven, North Haven
  - Outer Harbor (end of the line), North Haven
- There are no direct commuter buses from the Outer Harbor/North Haven area into the city. The bus routes in the study area feed into Port Adelaide or West Lakes Centre interchanges.
  - The Port Adelaide interchange has buses that go direct into the CBD and north, to Tea Tree Plaza.
  - The West Lakes Centre interchange includes direct services to the CBD, Marion Centre Interchange, Port Adelaide Interchange and a variety of local loop services.
- The locality is serviced by taxi and rideshare services (including Uber).

- The City of Port Adelaide Enfield has a community bus that can service up to North Haven, by request.

In addition, the area is well services by cycling and walking infrastructure – with on and off road paths available throughout the Lefevre Peninsula. Figure 8 below shows the location of Bike Direct routes on the Peninsula – which include main and secondary road bike lanes, and off road sealed paths along the coastline.

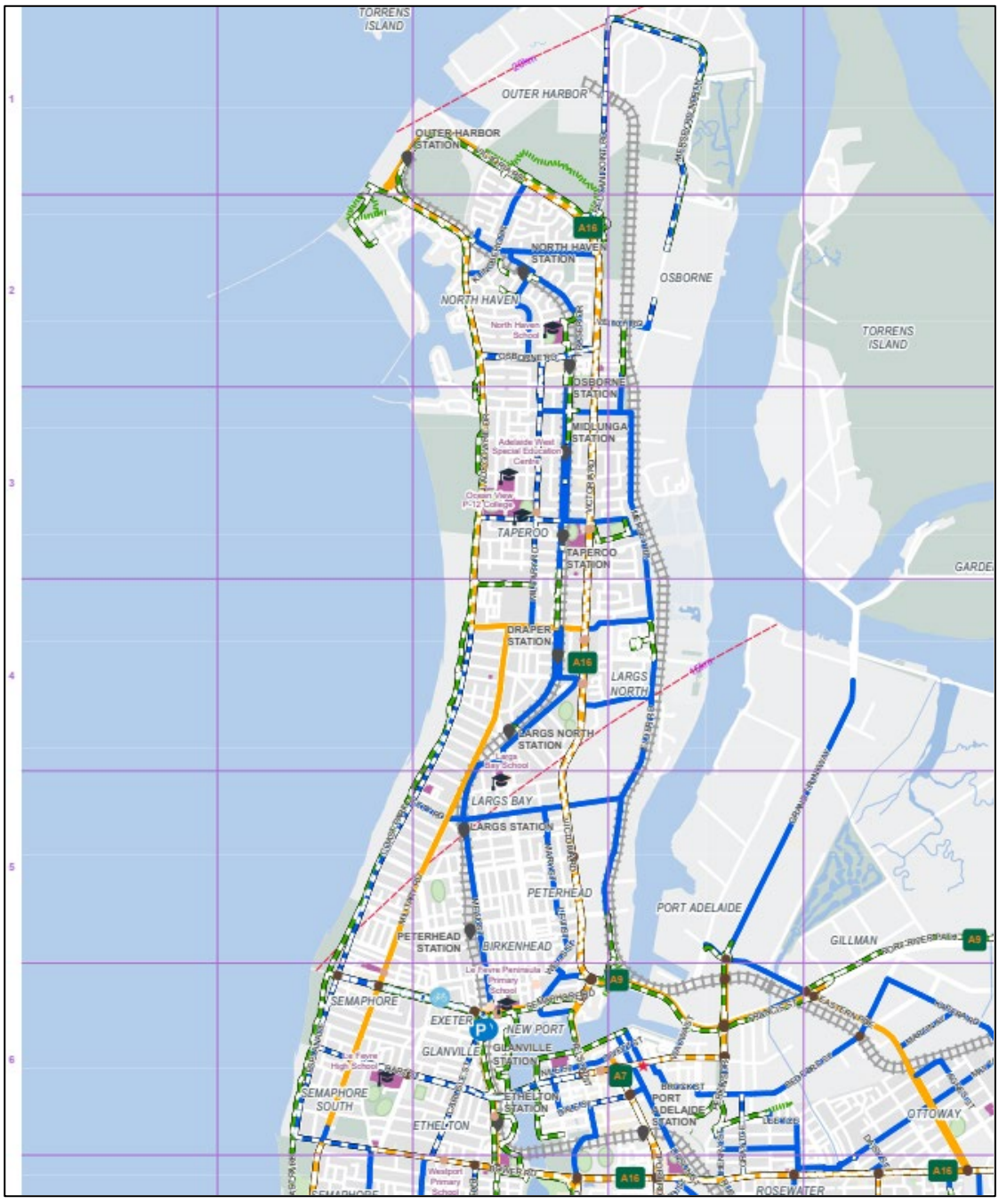

Figure 8 - Bike direct route map – Lefevre Peninsula

5.2.2 Local and regional labour market

The following synopsis of the local and regional labour market is provided by TSA as part of the Economic Analysis prepared for the EIS:

> *South Australia is already facing persistent skill shortages with 351 occupations currently experiencing shortages, up from 149 in 2021 – including those skills required for the design and construction of the SCY. Skills shortages are particularly severe for general construction labourers, project management professionals, concreters, and structural and civil engineers.*
>
> *Manufacturing is not presently facing a worker shortage in South Australia. That said, there are recognised worker shortages in NSW, Queensland, and Western Australia, suggesting that nationwide the market is relatively precarious. Further, given the need for manufacturing workers from around 2028, there is a possibility that worker shortages will be experienced in the sector, potentially impacting project timing and cost.*
>
> *Port Adelaide-West has a significantly higher proportion of technicians and trades workers, machinery operators and drivers, and labourers, highlighting the blue-collar nature of the region's workforce and the reliance of the local economy on relatively unskilled labour.*
>
> *Professionals are significantly underrepresented in the region, with only 12% of the resident workforce employed in a professional occupation, compared to 21% across South Australia. Once again, this reflects the nature of the local economy, though also highlights the opportunity associated with the provision of well-paid professional jobs on the Lefevre Peninsula.*
>
> *Although the total labour force participation rate has been relatively consistent since the late 1970s, underlying this long-term aggregate effect are opposing developments for males and females. The male participation rate has been declining steadily, falling almost 10 percentage points, from around 80% to under 70%. This decline has been offset by changes in the female labour force participation rate, which has increased significantly. In the context of worker shortages, the decline in male participation in the labour force is particularly significant for traditionally male-dominated industries like manufacturing; construction; and transport, postal and warehousing.*

5.3 Projects and infrastructure context

This section comprises a consideration of other resources, infrastructure and major projects in the area that are currently operating or planned and that may have an additional or compounded social impact.

5.3.1 Development projects and applications

Renewal SA - Port Adelaide

Renewal SA is the government agency in South Australia tasked with urban renewal and development projects. They are actively revitalising the Port Adelaide area in partnership with the City of Port Adelaide

Enfield. This collaboration has led to significant improvements in public infrastructure, heritage buildings, transport links and streetscapes, enhancing the area's appeal as a retail and tourist destination.

Developed by Renewal SA, the Port Adelaide Precinct Plan has guided development at the Port. It set a range of objectives, including: Reducing building heights, increasing public open space areas and providing promenades with cafes and shops The Port Adelaide Precinct Plan envisions creating 2,000-4,000 homes that reflect and reinterpret the Port's unique character, featuring active main streets and pedestrian-friendly spaces for an additional 4,000-8,000 residents. It also plans to nearly double the public open space available.

The development and investment in Port Adelaide will span over 20 years, driven by both state and private investment. The works will celebrate the area's heritage and enhance its character, improving the amenity and liveability of Port Adelaide to attract new residents and workers.

The redevelopment area is located south of the SCY and will offer opportunities for employment, socialising, and additional housing to support the significant employment growth in the locality. The success of this redevelopment is closely linked to the overall prosperity of the area.

Renewal SA - Marina Adelaide

Marina Adelaide at Largs North is a marine industry precinct, providing recreational boat users with a marina complex accommodating up to 175 berths, incorporating the Port Adelaide Sailing Club and marine-related industrial park. This area was upgraded by Renewal SA between 2004 and 2007.

Renewal SA - Northern Lefevre Open Space

The Northern Lefevre open space project focused on landscaping five key sites on the northern Lefevre Peninsula, stretching from Outer Harbour to North Haven. The work took place between 2010 and 2013, with Renewal SA assuming care and control of the project in early 2011.

In 2010, a master plan was finalised to develop the open space network, incorporating conservation areas, recreational facilities, pedestrian and cycling trails, and playgrounds. Design work around the five priority precincts began in early 2011:

- Lady Ruthven Reserve, formerly referred to as 'North Haven', located on Lady Ruthven Drive adjacent to the overseas passenger terminal and South Australia One Drive.
- Kardi Yarta, formerly referred to as 'Lefevre Cultural Park', located on the eastern corner of Victoria Road and Pelican Point Road Osborne.
- Falie Reserve, formerly referred to as 'The Link', located on Mersey Road North, north of the Osborne Naval Shipbuilding Precinct.
- Biodiversity Park, located on the western corner of Victoria Road and Pelican Point Road Osborne.
- Mutton Cove Buffers, located north, west and south of Mutton Cove Conservation Reserve.

Current development applications

At the time of preparing this report there were no major project, State Planning Commission assessed developments, Restricted development or Notified development in proximity to Lefevre Peninsula, Port Adelaide or northern Adelaide area.

The ANI Link Road Crown Development (Crown development and essential infrastructure development) is the only current development application in proximity to the proposed development.

A new grade separated road connecting Pelican Point Road to the existing Osborne Naval Shipyard and future Submarine Construction Yard. The grade separated road will greatly improve worker access and safety outcomes for the existing Osborne Naval Shipyard and assist future construction and operations of the shipyard expansion. The new road will also contribute to reducing the potential for traffic queuing beyond Pelican Point Road and Victoria Road junction. The grade separated road requires development approval. It is an Essential Infrastructure development application and is lodged with the State Planning Commission.

Historic Code Amendments

On 11 July 2009 the Minister for Urban Development and Planning approved the Northern Lefevre Peninsula Industry and Open Space Development Plan Amendment (DPA). The DPA was undertaken to assist in the coordinated development and strategic release of land for port and industrial activities ensuring alignment with State Government and Defence SA objectives.

The Industrial Land Strategy for Metropolitan Adelaide (May 2007) identified the Lefevre Peninsula as one of the state's key strategic areas for industrial land development due to its significant export function, extent of infrastructure investment and future industrial land supply. The DPA supports the delivery of these strategic objectives and provides a framework to balance defence and port related activities with open space management.

5.3.2 Major projects and activities

The following provides an overview of some of the major projects, activities and operating sites in proximity to the proposed development (i.e. on the Lefevre Peninsula, Port Adelaide or northern Adelaide area).

Flinders Ports Holdings

Flinders Ports Holdings Pty Ltd owns and operates the Flinders Adelaide Container Terminal at Port Adelaide.

Flinders Ports' 50-year masterplan has identified that the Flinders Adelaide Container Terminal (currently comprising Inner Harbor and Outer Harbor) will require an additional berth to handle the base case for trade by 2054. Should additional trade or capacity be required beyond that current expected, this date will be brought forward.

Plans for Outer Harbor include a berth extension and addition of a new container berth. Options for additional expansion beyond this are considered which could include a southern extension or third container berth located north of the grain terminal.

Long-term options for Inner Harbor are limited due to spatial and physical constraints, along with an anticipated increase in demand for non-port related uses through 2070. Consequently, the preferred option is to consolidate most of the Inner Harbor trade along the eastern side of the Port Adelaide River, including relocating the Osborne precinct trade.

Pelican Point Power Station

The Pelican Point power station, commissioned in March 2001, operates with two gas turbines and a steam turbine in a combined cycle setup. It uses natural gas, with waste heat from the gas turbines being utilised to produce steam that powers the steam turbine generator, thus enhancing the plant's efficiency. Fuel is supplied through either the SEAGas pipeline, which runs from the Iona Gas Plant in Victoria to the power station, or the Moomba Adelaide Pipeline System, which delivers gas from Moomba to Adelaide. The station generates around 17% of South Australia's thermal energy requirements.

Port Adelaide Passenger Terminal

The Port Adelaide Passenger Terminal, situated at Outer Harbor, serves as Adelaide’s passenger seaport. It features a deep-water channel and a wide swing basin, making it one of the few ports in Australia capable of accommodating the largest cruise ships visiting the country. This facility supports the expansion of cruise itineraries to and from Adelaide.

The terminal, recently refurbished with funding from the South Australian Tourism Commission (SATC) and Flinders Ports, is part of the Outer Harbor shipping facility and offers four berth options for visiting cruise ships. Further investment and enhancements are planned as outlined in the SATC Cruise Ship Action Plan 2025.

From 2010 to 2020, there was a significant increase in cruise ship visits, with ambitious targets set for continued growth. Cruise ship numbers are now rebounding post COVID-19.

Qube Logistics

Qube provide integrated logistics solutions focused on import and export supply chains. Port Adelaide is a key site in South Australia along with Port Augusta, Port Pirie and Bordertown. Qube use their Port Adelaide site for cross docking (sorting, staging and transfer of loads) to other destinations. They transport a range of goods including perishable food, parcels and mineral sands.

Viterra

Viterra operates at the Inner Harbour Terminal at Port Adelaide, one of its six port terminals in South Australia. The Port Adelaide facility has a capacity for 10,000 containers. Viterra is involved in the origination, storage, handling, transportation, and marketing of various agricultural commodities, including

grains, oilseeds, pulses, and cotton. As one of the largest buyers of Australian commodities, Viterra purchases directly from growers and supplies consumers through its marketing and logistics network.

5.3.3 Infrastructure Projects and Initiatives

Project LISA - LPG Into South Australia by Origin Energy for the Quarantine Power Station

Project LISA (Liquefied Petroleum Gas Into South Australia) is an initiative by Origin Energy focused on supplying LPG to the Quarantine Power Station, located on Torrens Island near Adelaide. The Quarantine Power Station is a key facility in South Australia's energy landscape, acting as a peaking power plant. This type of plant is designed to generate electricity during periods of high demand.

The power station has undergone several expansions and upgrades since its establishment in 2002, including the addition of a 120MW gas turbine in 2007. The LPG supply provided through Project LISA is part of Origin Energy's broader strategy to ensure a stable and flexible energy supply for the South Australian grid. This aligns with their efforts to adapt to a changing energy market and secure gas supplies for southern markets, particularly in response to forecasted supply shortfalls.

The facility itself is strategically important for the region's energy security, offering rapid-response power generation capabilities that are crucial during peak demand periods or when renewable energy sources are insufficient to meet the grid's needs.

Venice Energy LNG Storage Facility

The Venice Energy LNG Storage Facility, part of the broader Outer Harbor LNG Project, is a significant development in South Australia's energy landscape. The facility, located at Port Adelaide, is set to be the first in the world to combine a floating LNG import terminal with a power supply derived entirely from renewable energy sources.

The project involves the construction of a new two-berth wharf, a floating storage and regasification unit, and supporting infrastructure to import, store, and regasify LNG. The facility will have the capacity to process around 110 petajoules of gas annually, which will be supplied to both the South Australian network and through the SEA Gas Pipeline to Victoria's Iona underground gas storage facility.

This project, with an estimated cost of around A$320 million, is designed to address potential gas shortages and to support the transition towards renewable energy by providing a reliable supply of LNG. The facility will operate on a tolling arrangement, where customers manage their own LNG supplies, thereby reducing financial risk for Venice Energy.

Construction is expected to commence soon, with the first gas deliveries anticipated by late 2024.

Port Adelaide Outer Harbor Channel Widening

The recent Port Adelaide Outer Harbor Channel Widening Project was a significant infrastructure upgrade aimed at enhancing the port's capacity to handle larger vessels, including post-Panamax ships and large cruise liners. The project involved widening the shipping channel by 40 meters, bringing it to a total width

of 170 meters, and expanding the swing basin from 505 to 560 meters. This expansion allows the port to accommodate ships up to 49 meters in width, which was previously a limitation.

Completed at a cost of $80 million, the project was critical for maintaining and boosting South Australia's role as a key player in global trade. The ability to handle larger ships means more efficient transport of goods and a significant increase in trade capacity, which is expected to benefit the state's economy considerably. Additionally, the port can now host some of the world's largest cruise ships, providing a boost to the local tourism sector.

Environmental considerations were a key part of the project. Flinders Ports worked closely with various environmental agencies to ensure minimal impact on the marine environment, including implementing measures to protect seagrass and managing sediment displacement carefully. The dredged material was disposed of offshore, following rigorous environmental standards.

Overall, the channel widening enhances Port Adelaide's competitiveness and aligns it with other major ports in Australia, ensuring its continued relevance in international shipping and trade

Lefevre Peninsula Upgrades Project

The Department for Infrastructure and Transport (DIT) are upgrading transport in the northern Lefevre Peninsula to support the growth of this key economic area. Upgrades will cost $53.5 million and include:

- A realignment and upgrade of the junction of Victoria Road and Pelican Point Road;
- Upgrades to the Victoria Road and Veitch Road junction;
- Improved bike lanes and footpaths and new landscaping adjacent to the upgrades; and
- New LED road lighting, line marking and drainage.

Targeted pavement rehabilitation will be conducted on sections of Victoria Road between Oliver Rogers Road in North Haven and Indarra Street in Taperoo. These upgrades are part of a $100 million investment in road and rail infrastructure improvements on the Lefevre Peninsula. The South Australian and Australian Governments will jointly fund the project on a 50:50 basis. Major construction is slated to begin in late 2024 and is expected to be completed by early 2026.

According to the Department for Infrastructure and Transport, traffic at the Victoria Road and Pelican Point Road junction is anticipated to increase from approximately 2,500 to 9,100 vehicles per day by 2030. To accommodate this growth in both passenger and freight traffic, it is crucial to upgrade the road network to maintain safety and efficiency. This infrastructure development is essential to support the SCY development. Additional work programs will be established as the project progresses.

North South Corridor Northern Connector Project

Opened to traffic on March 7, 2020, the $867 million Northern Connector has established a crucial freight and commuter link between the Northern Expressway, South Road Superway, and Port River Expressway. This enhancement has significantly improved connectivity to and from the Lefevre Peninsula, aiding in the achievement of the area's economic objectives.

Port Dock Railway Line

The South Australian Government has allocated $51 million for the Port Dock Railway Line Project. This initiative will re-establish the spur line and construct a new station and bus interchange. The project aims to enhance overall connectivity in the area, serving both workers and new residents. Completion is anticipated by late 2024.

Southfront Stormwater Management Plan 2018

The Lefevre Peninsula features undulating dunes to the west and flat, low-lying land to the east. This topography has led to several low-lying areas and trapped low points that cannot be serviced by conventional gravity drainage systems, necessitating the use of pumped or soakage (infiltration) systems to manage stormwater.

The stormwater management plan has identified several key issues that must be addressed in future developments:

- Subpar minor (underground) drainage systems: Current systems perform below desirable standards.
- Seawater ingress and sea level rise: These factors could negatively impact the effectiveness of gravity drainage systems.
- Soil and groundwater conditions: These conditions limit feasible stormwater management improvements at certain locations.
- Limited public open space: There is insufficient public space to support catchment-scale stormwater detention, water quality improvement, and stormwater harvesting and reuse initiatives.
- Impact of future development: Primarily infill development may exacerbate the aforementioned issues.

A comprehensive stormwater plan will be developed to guide future development and associated stormwater management strategies.

5.4 Relevant Government Plans

This section comprises a summary of the relevant strategic planning documents from all tiers of government. Key parts of these documents that relate to the proposed development are identified.

5.4.1 30 Year Plan for Greater Adelaide:

The 30-Year Plan for Greater Adelaide (2017) describes the State Government's plan for how Adelaide should grow to become more liveable, competitive and sustainable.

The core objectives of the Plan are:

- Maintain and improve liveability.
- Increase competitiveness.
- Drive sustainability and resilience to climate change.

The following policies with the 30 Year Plan for Greater Adelaide are relevant to the proposal:

- Focus government services in higher-order activity centres that are well serviced by public transport to support viable clusters of activities and minimise car trips (P7).
- Ensure there are suitable land supplies for the retail, commercial and industrial sectors (P56).
- Support and promote defence, science and technology clusters ensuring they are linked by high quality road, rail and telecommunications infrastructure and connect to universities (P67).
- Create sufficient buffer activities and design guidelines to prevent manufacturing and defence lands being lost to encroachment by residential activities and to prevent land-use conflicts between these activities (P69).
- Provide sufficient strategic employment land options with direct access to major freight routes to support activities that require separation from housing and other sensitive land uses (P73).
- Coordinate and link strategic infrastructure across Greater Adelaide to ensure it meets the needs of a growing population with a changing demographic profile and supports a more productive economy (P82).
- Define and protect strategic infrastructure sites and corridors from inappropriate development to ensure the continued functionality of the services they provide (P83).
- Protect major economic infrastructure such as airports, ports and intermodals from encroachment by incompatible development and facilitate further economic activity in these locations (P84).
- Protect coastal features and biodiversity including:
  - Habitats that are highly sensitive to the direct impacts of development.
  - Important geological and/or natural features or scientific educational or cultural importance.
  - Landscapes of very high scenic quality (P91).
- Minimise or offset the loss of biodiversity where this is possible and avoid such impacts where these cannot be mitigated (for areas not covered by the *Native Vegetation Act 1991*) (P97).
- Protect key coastal areas where critical infrastructure is at risk from sea level rise, coastal erosion and storm surges, and ensure new coastal development incorporates appropriate adaptation measures (P106).

Greater Adelaide Regional Plan Discussion Paper

The Greater Adelaide Regional Plan (GARP) will supersede the 30-Year Plan for Greater Adelaide and provide an updated approach to how urban growth will be managed over the next 30 years. To assist with the development of the GARP a Discussion Paper was released in late 2023 to generate an exchange of ideas on the future of Greater Adelaide.

The Discussion Paper has made the following references which relate to the objectives of the proposal:

- Land for defence and other industries must be safeguarded for their future growth.

- South Australia is well positioned to be a global leader in the defence industry.
- Manufacturing will continue to grow and remain the largest employer. Jobs will primarily be driven with investments in defence projects at Osborne, in the LeFevre Peninsula employment precinct.
- Consideration should be given to legislative protection for local manufacturing and defence industries that prevents encroachment of incompatible land uses into the future.
- Defence growth at Osborne will require housing, employment and innovation growth which can be managed at sites such as the Keswick Barracks. These are positive opportunities for the state.
- The effects on future employment land will be extensive and reach well beyond the Osborne precinct. The project will also influence where people choose to live and how they get to work.

The GARP is anticipated to be released in the second half of 2024.

5.4.2 State Infrastructure Strategy

In May 2020, Infrastructure SA released the state's first ever *20-Year State Infrastructure Strategy*.

The inaugural strategy set out a statewide, long-term strategic direction and initial priorities for infrastructure development in South Australia, to be built upon in future iterations.

The first strategy was framed around achieving five objectives:

- Sustained economic and jobs growth.
- Planned population growth.
- Connected and productive regions.
- A vibrant, global Adelaide.
- Enviable liveability.

Infrastructure SA is now preparing the next 20-Year State Infrastructure Strategy. The new strategy will look at state-wide infrastructure needs to 2045, with a focus on infrastructure planning and investments that drive a growing economy aligned to the state's economic vision of smart, sustainable and inclusive economy.

The new strategy will be presented to Government of South Australia in March 2025. To guide the preparation of the strategy, a Discussion Paper has been prepared. Related core objectives of the Discussion Paper were:

- The strategy seeks to identify infrastructure that aligns with the South Australian Economic Statement of supporting economic growth and prosperity.
- Building upon existing infrastructure and developing new infrastructure, skills and capabilities will be instrumental to maximising the benefits presented through defence and the AUKUS partnership.
  - Strategic infrastructure planning and provision will act as the enabler to maximise these and other multi-generational opportunities.

The full strategy from May 2020 has the following relevant objectives:

- $90 billion worth of defence projects will be carried out over the next 50 years and have significant impact on the economy.
- Significant defence investment in South Australia provides a great opportunity to develop the State's intellectual capital and capacity in both defence and civil business.
- Attracting and retaining the residents and workers needed to support economic growth will help to address a shortfall in labour and skills required to deliver major infrastructure. In sectors like resources and defence, many of the skills need to be imported. This calls for a renewed focus on education, skills development and training to develop home grown talent if we are to maximise opportunities for the State.
- New industries such as defence have different infrastructure requirements and a greater reliance on technology and flexible skilled labour.

5.4.3 Employment Lands and Land Supply Report for Greater Adelaide:

The Employment Lands and Land Supply Report for Greater Adelaide projects that manufacturing will not only remain the largest employer in the region but also increase its share by 2030. This growth will be driven primarily by jobs related to the submarine program at Osborne and the associated Lefevre Peninsula employment precinct.

The report underscores the strategic importance of the Lefevre Peninsula and the Adelaide West region. In 2020, it was estimated that the region's employment land supported around 60,000 jobs, accounting for over 50% of total employment across Greater Adelaide. The region is well-positioned to accommodate projected employment growth over the next decade, with access to key freight and logistics infrastructure making it an attractive investment prospect.

The defence sector is expected to experience significant growth, supporting the future occupation and operation of the LeFevre Peninsula. The expansion of capacity and capability will utilise a substantial portion of the 232 hectares identified as vacant employment land on the Lefevre Peninsula.

The proposed works align with the Employment Land Supply Report, which underscores the region's importance for employment within Greater Adelaide and highlights available vacant land for continued job growth.

5.4.4 National Defence - Defence Strategic Review 2023

The National Defence Strategic Review was conducted to evaluate whether Australia possesses the necessary defence capabilities, posture, and preparedness to effectively defend itself and its interests in the current strategic environment. The Commonwealth Government endorses the strategic direction and key findings of the review, which will guide all aspects of Australia's defence policy, planning, and resourcing in the coming decades.

The review notes that preparing for nuclear-powered submarines is key to Australia's defence strategy. The review calls for substantial investment at the Osborne shipyard, to grow the necessary workforce and

ensure the infrastructure can support the build component of a nuclear-powered submarine and that commencement be immediately.

The review concluded that the Australian Defence Force (ADF), as currently constituted and equipped, is not fully fit for purpose. It emphasizes the need for a fully integrated and more capable ADF, with adequate capabilities and resources. Specifically, the review highlights the necessity for the Navy to enhance its lethality, including through its surface fleet and conventionally-armed, nuclear-powered submarines, supported by a continuous naval shipbuilding program.

The review outlined the following recommendations in relation to the proposed development:

- Investing in conventionally-armed, nuclear-powered submarines through the AUKUS partnership.
- Investing in the growth and retention of a highly-skilled Defence workforce.
- Deepening our diplomatic and defence partnerships with key partners in the Indo-Pacific.

The review has confirmed the importance of naval shipbuilding as a sovereign industrial capability.

The review goes on to urge the review and update of the National Naval Shipbuilding Enterprise Strategy and supporting Naval Shipbuilding and Sustainment Plan. It is suggested that this review includes upgrades to fleet units, maintenance and build requirements, noting that the synchronisation of these key activities is critical to delivery.

5.4.5 Defence State Sector Strategy 2030

The Defence State Sector Strategy 2030 sets a vision for South Australia to be recognised as an international leader in the defence and space industries.

The following key expectations by 2030 for Osborne and shipbuilding have been identified:

- Success in submarine construction, maintenance and design.
- World-class infrastructure at Osborne is delivered.
- South Australia's defence industry grows in size and sophistication.
- South Australia successfully delivers key naval shipbuilding projects.
- South Australia is world-renowned for its defence research, development and innovation.

The 2030 Strategy identifies that South Australia is home to a critical mass of world-class industry delivering many of Defence's largest and most complex projects, playing a critical role in South Australia's economy. South Australia also has a strong history of delivering a highly skilled workforce to meet the needs of major Defence projects.

5.4.6 South Australian Defence Industry – Workforce and Skills Action Plan

The South Australian Defence Industry – Workforce and Skills Action Plan states that the defence industry in South Australia is forecast to grow from its current level of around 3,500 direct jobs to more than 8,500 direct jobs in the 2040s. The predicted increase in jobs includes engineering, operations, program

management, supply chain and support functions. In addition, South Australian Government analysis found around 2,000 jobs will be needed in lower tier supply chains and supporting activities, growing to 2,900 by 2040.

South Australia is a focus because of its important role in delivering current and planned naval shipbuilding and sustainment programs. This includes Australia's first nuclear-powered submarines (SSN-AUKUS) that will be built at Osborne Naval Shipyard – supporting the Commonwealth Government's commitment to continuous shipbuilding.

The Action Plan sets out clear strategies to build the defence industry workforce in South Australia.

In September 2022, the Commonwealth and South Australian governments joined forces to form the South Australian Defence Industry Workforce and Skills Taskforce. The Taks Force has developed an action plan to urgently address this critical issue.

Some of the key elements of the Plan include:

- The establishment of the Skills and Training Academy on the Lefevre Peninsula will develop the workforce to build and sustain nuclear-powered submarines.
- The establishment of the Shipbuilding Employment Pathways initiative.
- The expansion of the Defence Industry Pathways Program to include pathways into the nuclear-powered submarine program.
- Launch of an ASA Nuclear Graduate Program aimed at attracting high-performing graduates from STEM or nuclear-related disciplines.
- Extension of the School Pathways Program, promoting career pathways and opportunities within the defence industry.
- 3,000 scholarships for students studying undergraduate STEM courses relevant to the nuclear-powered submarine program

5.4.7 City of Port Adelaide Enfield – City Plan 2030

City Plan 2030 sets the City of Port Adelaide Enfield's vision and strategic goals for the future. The document prioritises the following key areas:

- Economy
- Community
- Environment and heritage
- Placemaking
- Leadership

The plan recognises that the City of Port Adelaide Enfield is known as the home of Australia's defence shipbuilding program. This includes the benefits of local employment and economic activity generated by

the defence supply chain. One of the key priorities to deliver on Council's vision is: "Actively encourage inward investment into the region, especially international Defence supply businesses".

6. Social Profiling

The following section analyses key demographic data for the community most impacted by the SCY development and compares this to demographic data for Greater Adelaide.

Baseline data implications

Workforce

A large number of people are likely to move into the local area to construct and operate the SCY and provide supporting services over the coming year. This means that the rate of population growth in the study area is likely to increase significantly from the population growth projected in 2021.

The proportion of working age population and young families is likely to increase in the study area with an influx of workers. On a wider scale, the development is likely to attract workers to Adelaide, potentially assisting in reversing the trend of an ageing population and greater pressure on the economy.

The proportion of the study area's population in the labour force is likely to increase with the influx of workers into the area to service the development.

A significant number (28.6%) of those who work in the area also live in the area, indicating that local jobs are serviced by a fair number of local people. Additional employment opportunities will be provided to these local residents within short proximity to their homes. However, it is likely that as demand for workers increase, many of these will come from outside the local area.

Almost 80% of employed people who live in the study area currently work outside of the area. The development is likely to provide an opportunity for some of these residents to work closer to home as a result of the employment opportunities generated by this project.

Those unemployed and away from work are likely at home more often, and may be more impacted by impacts such as noise and dust.

The proportion of those in the study area employed in the manufacturing, construction and professional, scientific and technical services is likely to increase with the demand for workers of these industries to support the development.

Cultural diversity

The level of English literacy in the impacted community is high and is unlikely to introduce any significant language or cultural barriers. The area also does not appear to have any clusters of people who may be more challenged by housing impacts due to their cultural or linguistic background.

Housing

Housing supply in the study area will likely need to increase to accommodate additional workers in the local area.

Households who own their homes outright or with a mortgage may be more "settled" than households that rent and may be more challenged by real or perceived impacts to their property. These residents are likely to benefit through increasing house prices in the region.

Households that rent may be forced out of the area as rents increase with an increase in demand for housing in the locality.

The average median weekly household incomes imply that the directly affected community may not be unusually disadvantaged. Generally, households with higher incomes experience less negative health and social outcomes, and specifically in relation to experience of 'life shocks', that is people who have higher levels of financial security may be insulated and more resilient.

Travel to work

Majority of employed residents use their car to drive to work. This implies that traffic congestion caused by the development will impact these residents on their regular commutes. Timing of peak traffic impact will be influenced by shift start and changeover times which are yet to be confirmed.

A comparatively large proportion of local employees already use the train to travel to work, highlighting the opportunity presented by the train service to enable workers to travel via public transport to the development.

There are currently low rates of cycling and walking to work. An opportunity may exist to encourage more people to use active transport, including through provision of better cycling and walking infrastructure. Bus infrastructure could also be improved to facilitate the transport of workers to the site.

Education

Education levels in the study area are lower than the average for Greater Adelaide. Households with lower education levels have the potential to experience more negative health and social outcomes and have less resilience to 'life shocks'. Ensuring communication materials are clear and written in plain English will be important to ensure clear and consistent understanding.

The proposed development has a strong focus on training and skills development.

Advantage

Overall, the study area has a similar SEIFA score to Greater Adelaide. This indicates that the local community is likely to have the social and economic ability to be resilient to change and impacts. However, it is important to consider that those on the western, beach fronting side of the peninsula are likely to have much higher levels of socio-economic advantage as compared to those living on the eastern side of the peninsula, closer to the existing industrial precincts. Therefore, the eastern population who are more likely to be impacted by the development already likely have higher level of socio-economic disadvantage and may be less resilient to pressures.

Health

Prevalence of health conditions in the City of Port Adelaide Enfield is similar to the average for Greater Adelaide, suggesting that the impacted community should not be especially vulnerable to dust, noise or other impacts from the development than the general community.

There is a comparative lack of healthcare professionals servicing the City of Port Adelaide Enfield. With an influx of additional people to the region, there may be a greater demand for healthcare services and this could put strain on the capacity of local healthcare services. There is an opportunity for more healthcare professionals to work in the region in the coming years to service this increased demand.

For the purposes of this demographic analysis and as described in section 3, the community most impacted by the SCY is considered to be those within the Statistical Area Level 2 (SA2) North Haven and Largs Bay – Semaphore. SA2s. For this analysis, this is referred to as the 'study area' as shown in the figures below. Greater Adelaide is used as a point of comparison. All data in the following section is sourced from the 2021 ABS Census unless otherwise specified.

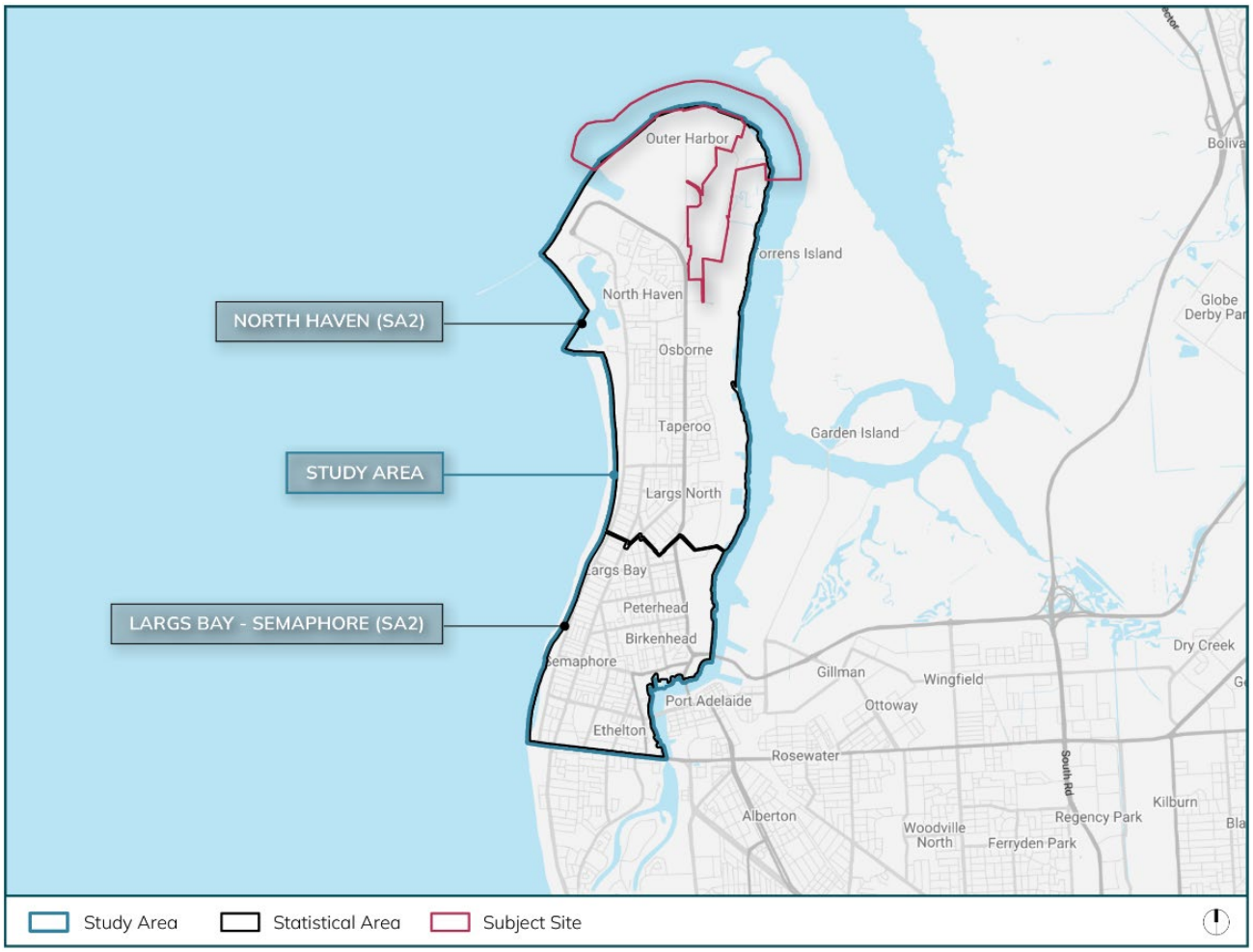

Figure 9 - Subject site and study area boundaries.

Figure 10 - Study area and Greater Adelaide boundaries

6.1 Population

Table 5 - Current population and working population

	Study area	Greater Adelaide
Current population	29,612 people	1,387,290 people
Current number of employed residents	14,652 people	670,956 people

Table 6 - Projected population growth under a medium population scenario

Projected population	Study area	% growth	Greater Adelaide	% growth
2026	31,605	5.6% (2021-2026)	1,613,797	6.5% (2021-2026)
2031	32,357	2.4% (2026-2031)	1,699,895	5.3% (2026-2031)
2036	32,955	1.8% (2031-2036)	1,781,920	4.8% (2031-2036)
2041	33,192	0.7% (2036-2041)	1,859,421	4.3% (2036-2041)

Table 7 - Projected population growth under a high population growth scenario

Projected population	Study area	% growth	Greater Adelaide	% growth
2026	32016	7.0% (2021-2026)	1,635,559	7.9% (2021-2026)
2031	33251	3.9% (2026-2031)	1,750,755	7.0% (2026-2031)
2036	34280	3.1% (2031-2036)	1,863,510	6.4% (2031-2036)
2041	34904	1.8% (2036-2041)	1,973,430	5.9% (2036-2041)

Under both a medium and high population growth scenario, the study area is projected to experience a lower rate of population growth than Greater Adelaide.

Under a high population growth scenario, the study area is projected to experience a growth of 7.0% from 2021-2026 (1.4% per annum), slightly less than the growth of 7.9% (1.6% per annum) projected for Greater Adelaide.

However, the population growth projected for the study area in the following five year period (2026-2031) is almost half of that projected for Greater Adelaide. In this time, the study area is projected to grow by only 3.9% compared to 7.0% for Greater Adelaide. This trend continues in the coming years, with a projected increase in population of 3.1% in the study area from 2031-2036 compared to 6.4% for Greater Adelaide, and an increase of 1.8% in the study area from 2036-2041 compared to 5.9% for Greater Adelaide. It is not evident whether these projections take into account the expected growth as a result of the SCY project.

6.2 Age

Table 8 - Age profile

	Study area	Greater Adelaide
Median age	43	39
0-4 years	5.0%	5.4%
5-9 years	4.8%	5.9%
10-14 years	5.1%	5.9%
15-19 years	4.7%	5.6%
20-24 years	5.4%	6.6%
25-29 years	5.7%	7.0%
30-34 years	6.4%	7.0%
35-39 years	6.7%	7.0%
40-44 years	6.0%	6.3%
45-49 years	6.2%	6.2%
50-54 years	7.5%	6.4%
55-59 years	7.9%	6.2%
60-64 years	8.3%	5.9%
65-69 years	6.6%	5.3%
70-74 years	5.6%	4.9%
75-79 years	3.4%	3.5%
80-84 years	2.2%	2.4%
85 years and over	2.5%	2.6%

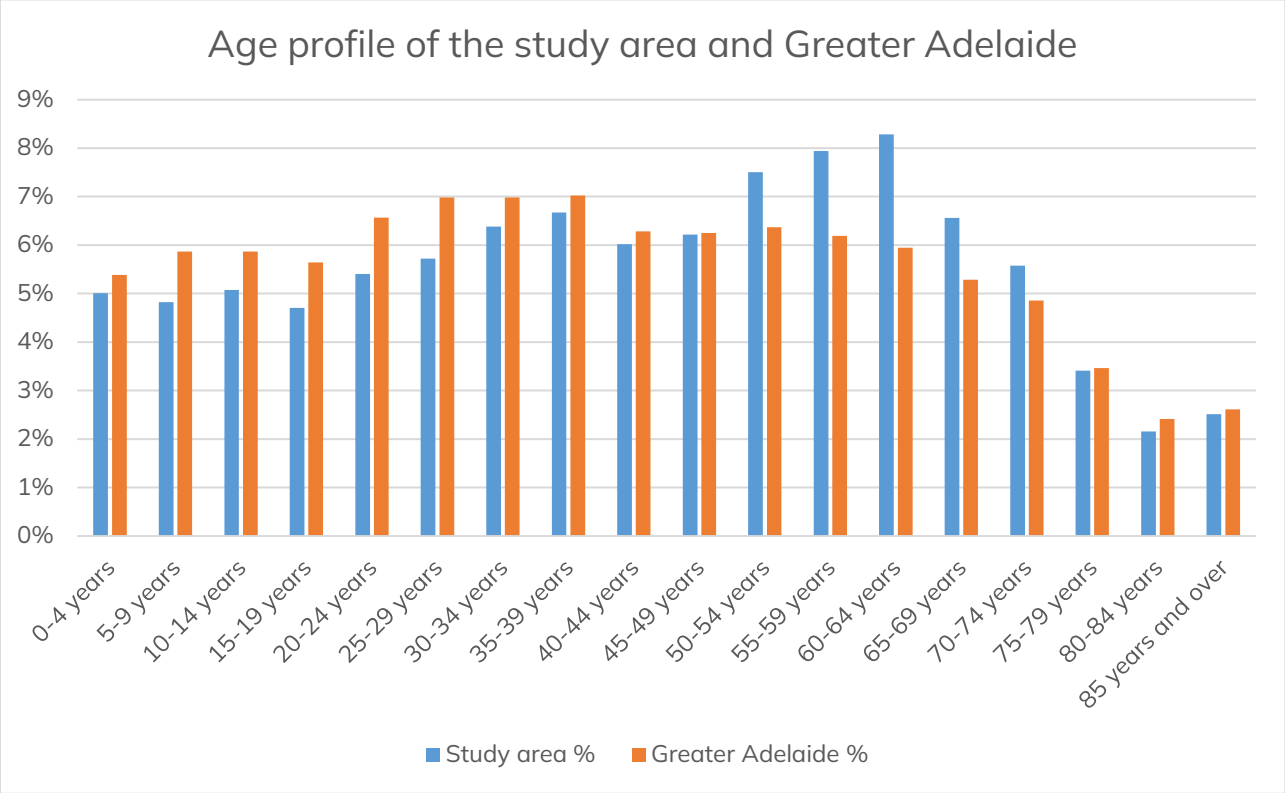

Figure 11 - Age profile

The median age of the study area is slightly higher than that of Greater Adelaide. There is a slightly lower proportion of younger people in the study area. The study area has a higher proportion of people within the 50-74 year old age groups than Greater Adelaide.

6.3 Cultural background

Table 9 - Ancestry

Top 5 ancestries	Study area %	Top 5 ancestries	Greater Adelaide %
English	44.0%	English	36.8%
Australian	35.4%	Australian	30.2%
Scottish	11.3%	Scottish	8.2%
Irish	10.6%	Irish	7.6%
German	7.5%	Italian	6.8%

Table 10 - Languages spoken at home, top responses (other than English)

Top languages	Study area %	Top languages	Greater Adelaide
English only used at home	88.4%	English only used at home	74.8%
Greek	0.9%	Mandarin	2.2%
Italian	0.8%	Italian	1.6%
German	0.4%	Vietnamese	1.5%
Vietnamese	0.4%	Greek	1.5%
Croatian	0.4%	Punjabi	1.4%

Table 11 - Aboriginal and Torres Strait Islander population

	Study area %	Greater Adelaide %
Non-Indigenous	93.3%	95.0%
Aboriginal and/or Torres Strait Islander	3.3%	1.7%
Indigenous status not stated	3.4%	3.3%

The study area has lower cultural diversity than the Greater Adelaide region, with a large proportion of the population coming from English, Australian, Scottish and Irish backgrounds.

88.4% of households in the study area speak only English at home, a significantly larger proportion than the Greater Adelaide area (74.8%). Other languages besides English are spoken noticeably less within the study area, with all other languages being spoken by less than 1% of households. Top languages other than English spoken in the study area include Greek, Italian, German, Vietnamese and Croatian.

There is a larger population of Aboriginal and Torres Strait Islander peoples in the study area (3.3%) compared to Greater Adelaide (1.7%).

6.4 Households and families

Table 12 - Household composition

Occupied private dwellings (excl. visitor only and other non-classifiable households)

	Study area %	Greater Adelaide %
Family	65.2%	68.6%
Group	2.9%	3.7%
Lone	32.0%	27.7%

Table 13 - Dwelling characteristics

	Study area %	Greater Adelaide %
Separate house	69.1%	73.3%
Semi-detached, row or terrace house, townhouse etc	18.6%	17.0%
Flat or apartment	11.8%	9.1%
Other dwelling	0.3%	0.4%

Table 14 - Tenure type

	Study area %	Greater Adelaide %
Owned outright	30.8%	30.1%
Owned with a mortgage (a)	36.5%	35.9%
Rented (b)	27.5%	27.8%
Other tenure type (c)	1.5%	2.5%
Tenure type not stated	3.6%	3.7%

There is a smaller proportion of households that are family and group households in the study area compared to Greater Adelaide, and a greater proportion of households that are lone person households.

There is a smaller proportion of separate housing dwellings (69.1%) in the study area compared to Greater Adelaide (73.3%), indicating a greater diversity of housing. There are a greater proportion of semi-detached, row or terrace house, townhouses etc and flat or apartments in the study area.

Housing tenure type is very similar in the study area compared to Greater Adelaide. 30.8% of the population own their home outright, 36.5% own their home with a mortgage and 27.5% rent their home.

6.5 Income

Table 15 - Income levels

	Study area		Greater Adelaide
	North Haven	**Largs Bay - Semaphore**	**Greater Adelaide**
Median weekly household income	$1,414	$1,584	$1,548

Table 16 - Median rent and mortgage repayments

	Study area		Greater Adelaide
	North Haven	**Largs Bay - Semaphore**	**Greater Adelaide**
Median rent weekly payments	$300	$320	$320
Median mortgage monthly repayments	$1,564	$1,625	$1,562

Compared to Greater Adelaide's median weekly household income of $1,548, households in North Haven have a slightly lower weekly income ($1,414) while households in Largs Bay – Semaphore have a slightly higher weekly income ($1,584).

The median weekly rent in North Haven ($300) is slightly lower than in Largs Bag – Semaphore and Greater Adelaide ($320 in both areas).

Largs Bag – Semaphore has a higher median mortgage monthly repayment ($1,625) compared to both North Haven ($1,564) and Greater Adelaide ($1,562).

6.6 Employment

Table 17 - Participation in the labour force

People aged 15 years and over

	Study area %	Greater Adelaide %
In the labour force	61.4%	61.7%
Not in the labour force	34.7%	34.4%
Not stated	3.9%	3.9%

Table 18 - Employment status

People who reported being in the labour force, aged 15 years and over

	Study area %	Greater Adelaide
Worked full-time	57.5%	54.3%
Worked part-time	31.9%	35.1%
Away from work	5.4%	5.2%
Unemployed	5.2%	5.5%

Within the study area, there are slightly less people in the labour force (61.4%) compared to Greater Adelaide (61.7%). The study area has a larger proportion of full-time workers, a smaller proportion of part-time workers, and a similar proportion of those away from work or unemployed.

Table 19 - Industries of employment

Employed people aged 15 years and over

Top industries of employment	Study area %	Top industries of employment	Greater Adelaide %
Health Care and Social Assistance	15.3%	Health Care and Social Assistance	17.1%
Public Administration and Safety	9.4%	Retail Trade	9.7%

Top industries of employment	Study area %	Top industries of employment	Greater Adelaide %
Retail Trade	8.9%	Education and Training	9.0%
Manufacturing	8.6%	Construction	8.4%
Education and Training	8.6%	Public Administration and Safety	7.1%
Construction	8.2%	Professional, Scientific and Technical Services	7.1%
Transport, Postal and Warehousing	6.1%	Manufacturing	6.8%
Accommodation and Food Services	5.9%	Accommodation and Food Services	6.6%
Professional, Scientific and Technical Services	5.5%	Transport, Postal and Warehousing	4.1%
Other Services	4.1%	Other Services	4.0%

20 - Employment by occupation

Employed people aged 15 years and over

Top occupations	Study area %	Top occupations	Greater Adelaide %
Professionals	20.3%	Professionals	23.6%
Clerical and Administrative Workers	14.8%	Community and Personal Service Workers	13.2%
Technicians and Trades Workers	14.5%	Clerical and Administrative Workers	13.2%
Community and Personal Service Workers	13.0%	Technicians and Trades Workers	12.9%
Managers	12.3%	Managers	12.1%

There is a high level of diversity of employment industries in those who live in the study area. The top industries of employment include healthcare and social assistance, public administration and safety and retail trade.

8.6% of the study area's population are employed in the manufacturing sector and 8.2% are employed in the construction sector, slightly higher than that of Greater Adelaide.

The study area has a smaller proportion of professionals compared to Greater Adelaide, and a larger proportion of technicians and trade workers.

Table 21 - Method of travel to work

Employed people aged 15 years and over travel to work as follows:

Method of travel to work	Study area %	Method of travel to work	Greater Adelaide %
Car, as driver	66.4%	Car, as driver	63.8%
Did not go to work	11.6%	Did not go to work	10.8%
Worked at home	8.4%	Worked at home	9.8%
Train	4.5%	Bus	4.5%
Car, as passenger	3.6%	Car, as passenger	4.3%
Walked only	1.3%	Walked only	1.9%
Bicycle	0.8%	Train	1.3%
Bus	0.7%	Bicycle	1.0%
Tram/light rail	0.5%	Tram/light rail	0.6%

The top three methods of travel to work are the same in both the study area and Greater Adelaide.

The study area has a greater proportion of people who drive to work as the driver or who use the train and a smaller proportion of people who take the bus to go to work compared to Greater Adelaide.

Table 22 - Residential location of local workers

Residential location of local workers	Study area
Live and work in the area	28.6%
Work in the area, but live outside	71.4%

A significant proportion of those who work in the study area live outside but work in the study area (71.4%).

Table 23 - Employment location of resident workers

Residential location of local workers	Study area
Live and work in the area	17.2%
Live in the area, but work outside	78.9%
No fixed place of work	4.0%

A small proportion of residents (17.2%) both live and work within the study area. Most residents (78.9%) live in the study area but work outside the study area indicating that the study area is primarily a residential zone with many residents commuting to work.

6.7 Education

Table 24 - Education attainment

People aged 15 years and over.

	Study area %	Greater Adelaide %
Bachelor Degree level and above	19.0%	25.9%
Advanced Diploma and Diploma level	9.6%	9.0%
Certificate level IV	4.5%	3.5%
Certificate level III	16.3%	13.1%
Year 12	15.1%	15.8%
Year 11	9.3%	7.9%
Year 10	9.4%	8.4%
Certificate level II	0.1%	0.1%
Certificate level I	0.0%	0.0%
Year 9 or below	7.8%	6.8%
Inadequately described	2.4%	2.3%
No educational attainment	0.3%	1.0%
Not stated	6.2%	6.0%

The proportion of people with a Bachelor Degree level and above (19.0%) is significantly less than Greater Adelaide (25.9%).

A higher proportion of people in the study area have completed Year 10 or 11 or a Certificate level III or IV as their highest level of educational attainment compared to Greater Adelaide.

6.8 Socio-economic disadvantage

Table 245 - SEIFA

	Study area		Greater Adelaide
SEIFA Index of Relative Socio-economic Disadvantage	North Haven	Largs Bay - Semaphore	Greater Adelaide
Score	969	1009	993
Rank within State or Territory - Decile	4	7	N/A
Rank	65 most disadvantaged out of all SA2s in South Australia	103 most disadvantaged out of all SA2s in South Australia	N/A

Socio-Economic Indexes for Areas (SEIFA) is a product developed by the ABS that ranks areas in Australia according to relative socio-economic advantage and disadvantage. A lower score and rank decile indicates higher disadvantage.

Largs Bay – Semaphore has a higher SEIFA score (1009) than North Haven and Greater Adelaide, indicating that it is less disadvantaged. North Haven scores lower than Greater Adelaide, indicating that this area is more disadvantaged than the average SA2 area within the Greater Adelaide region.

6.9 Health

Table 26 - Need for assistance with core activities

	Study area (%)	Greater Adelaide (%)
Has need for assistance with core activities	7.2%	6.6%

Table 27 - PHIDU Health Data

Health conditions	Number of people per 100 people who reported that they had this condition	
	City of Port Adelaide Enfield	Greater Adelaide
Asthma	7.9	8.7
Lung conditions (including COPD or emphysema)	2.0	1.7
Mental health condition (including depression or anxiety)	9.4	9.7
Cancer (including remission)	2.7	2.9

7.2% of the study area's population has need for assistance with core activities, slightly higher than Greater Adelaide.

The Public Health Information Development Unit (PHIDU) provides data about the proportion of the population with a number of different health conditions. PHIDU data is not provided for statistical areas smaller than council level. Data has therefore been provided for the City of Port Adelaide Enfield which contains North Haven and Largs Bag – Semaphore.

The rate of health conditions is quite similar between the City of Port Adelaide Enfield and Greater Adelaide. The City of Port Adelaide Enfield has slightly lower rates of asthma, mental health conditions, and cancer compared to Greater Adelaide. Lung conditions are slightly more prevalent in the City of Port Adelaide Enfield.

Table 28 - Number of healthcare professionals

	Rate per 100,000 people	
	City of Port Adelaide Enfield	Greater Adelaide
General Medical Practitioners	107.5	135.5
Total Medical Practitioners	167.2	507.2
Total registered nurses	725.3	1,491.2
Dentists	49.3	74.4

The availability of healthcare professionals is significantly lower in the City of Port Adelaide Enfield compared to the broader Greater Adelaide area with less GPs, total medical practitioners, total registered nurses and dentists per 100,000 people.

7. Social Impact Assessment

7.1 Assessment methodology

The following section outlines the elements or activities associated with the proposed development that are likely to cause an impact and states what the impacts are likely to be. It then goes on to describe the positive and negative impacts that are likely to be perceived by stakeholders or the community, and any mitigation or management measures that have already been identified.

Finally, an assessment is undertaken of the residual impact (which considers the effectiveness of the mitigation measure(s)). These are assessed against the criteria provided below in table 28.

Table 29 - Level and criteria for residual impact assessment

Residual impact level	Meets one or more of the following criteria:
High residual impact	• No mitigation measure in place. • Impacts daily life of local community members. • Potential to cause significant or unreasonable distress in many cases. • There are greater negative impacts than positive impacts.
Medium residual impact	• Partial mitigation measure in place. • Impacts weekly life of local community members. • Potential to cause some distress in some cases. • Negative and positive impacts are somewhat similar.
Low residual impact	• Some mitigation measure in place. • Impacts occasional life of local community members. • Unlikely to cause distress in most cases. • There are greater positive impacts than negative impacts.
No residual impact	• No residual impact is likely to be experienced at any time.
Net positive impact	• Impacts will have positive benefits.

Impacts are divided into two sections:

- Direct impacts – activities caused or generated by the proposed development that cause an **immediate or direct** impact.
- Indirect impacts – activities caused or generated by the proposed development that cause an **associated or indirect** impact.

Impacts are described in detail in the following section and are presented in outline form in figures 12 and 13 below.

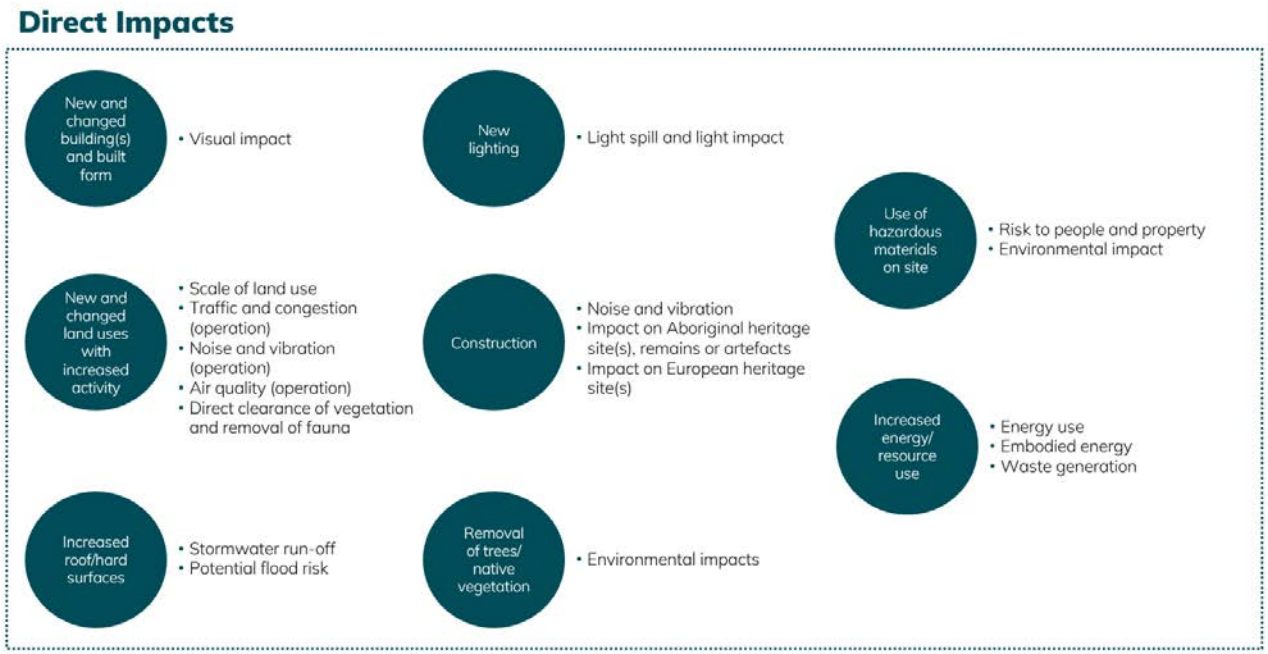

Figure 12 - Activities and direct impacts

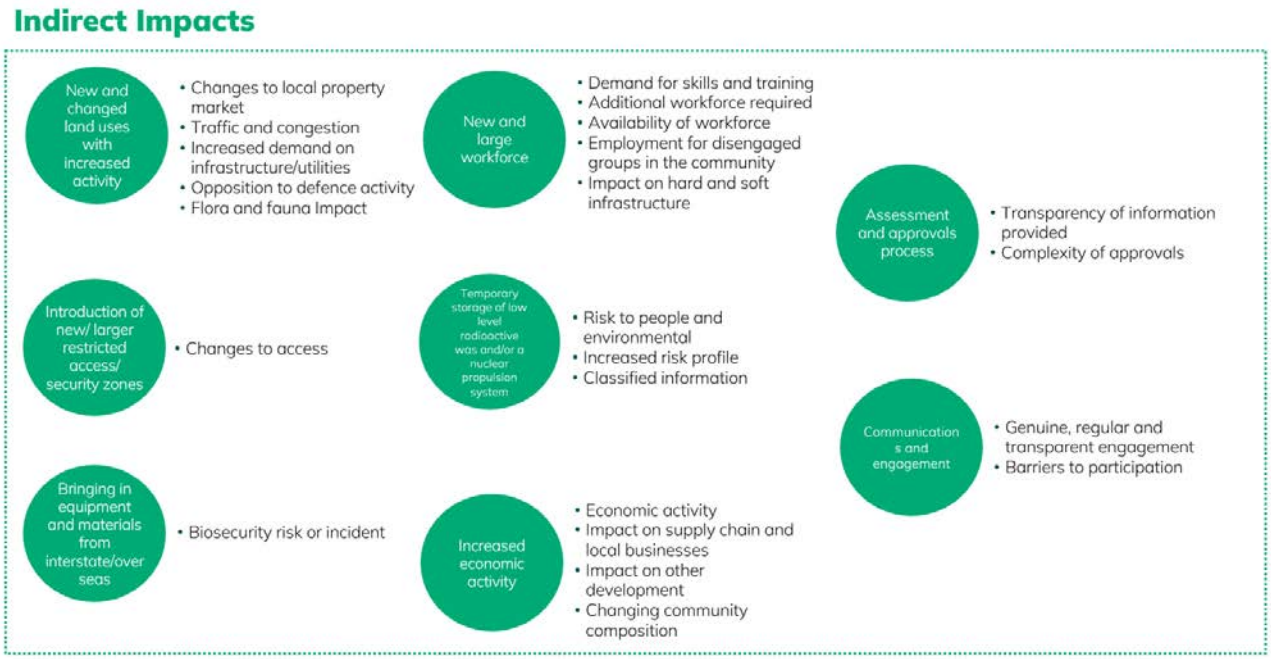

Figure 13 - Activities and indirect impacts

It is noted that ANI isn't necessarily the sole accountable entity responsible for impacts or to see that the outcomes and mitigation measures are being delivered. ANI has responsibility for constructing the infrastructure with the shipbuilder responsible for operating and building the submarines.

Table 30 – Social Impact Assessment – Direct Impacts

Activity likely to cause impact	**Prediction/analysis of likely or perceived impacts**	**How stakeholders may to respond to impact**	**Management or mitigation measure** (including existing conditions summary)	**Assessment of residual impact**
DIRECT IMPACTS				
New and changed building(s) and built form	Visual impact • New large buildings and structures including warehouse/shed type buildings, car parks, grade separated road, hardstand and high perimeter fencing will cause visual impact. • The built form is typically utilitarian in form with few (or any) design interventions to improve appearance, siting or mass. • The size, finish and colour of buildings may cause glare from surrounding private and public land.	**Negative response** to the building height, design and massing. There may be the perception that the buildings are unattractive or more should be done to improve the appearance and/or reduce visual impact through reduction in height, scale, changes to how they are sited, colour and finishes. The scale of the built form may cause people to feel uneasy or concerned as to what is inside the buildings. As it will take several years for the full construction of the site to be realised, the impacts of visual impact may compound over time and the full visual impact may not be perceived until many years down the track when there may be no opportunity for recourse. **Positive response** to fit for purpose buildings that will deliver expected outcomes. It may be perceived that the utilitarian nature of the built form means tax payer money is not being spent on unnecessarily amenity or design improvements.	• The siting of buildings and structures within the site will be important from an operational and security perspective which may constrain some design considerations. • There is a reasonable distance (a minimum of 300 metres to approximately 2 kilometres) from the new built form to community or other sensitive receivers. As distance increases, the building appears smaller and less prominent to the observer. • The finishes of buildings will be chosen to have low reflectivity and avoid large expanses of blank walls. • Very large, industrial style buildings and other structures are common in this locality and the area currently has a low level of visual amenity. Grain silos, liquid fuel storage tanks, power plants, and warehouses are common place in Port Adelaide and the Lefevre Peninsula. As a result, it is expected that these buildings will not be out of place or unusual and more likely to be acceptable to the local community and observers. • *Refer URPS' Visual Amenity Impact Assessment attached to the EIS for further information.*	Low residual impact
New and changed land uses with increased activity	Scale of land use • A new and improved facility with additional activity and uses will change the way the site is currently used. It is a significant 'scaling up' of the existing Osborne Naval Shipyard and other industrial land uses on the Lefevre Peninsula.	**Negative response** to the scale and "appropriateness" of the land use which may be perceived as being inappropriate. This may be due to a range of reasons such as environmental impact, hazards and access. For example, there may be a concern that the peninsula is not a good location for the proposed development due to limited access in and out (of the site and the peninsula), the proximity to important environmental areas (eg Mutton Cove, Port River and Biodiversity Park), low lying nature of land (which makes it vulnerable to sea level rise) and proximity to existing residential areas.	• The use and scale of land for the SCY is supported by relevant planning policy at a high level. There are some small zone anomalies that will be corrected in the future through a Code Amendment. • The proposal will develop a consistent form of development and is seeking to increase the capability and capacity of an already established land use. • Lefevre Peninsula has been identified as a strategically important locality for employment and defence with the future development to deliver these objectives. The	Low residual impact

Activity likely to cause impact	Prediction/analysis of likely or perceived impacts	How stakeholders may to respond to impact	**Management or mitigation measure** (including existing conditions summary)	Assessment of residual impact
		Positive response that a development of this scale is suited to this location given it is co-located with a range of complementary land uses and functions, resulting in an efficient use of the land and infrastructure.	proposed development will respond to the surrounding context and reflect the locality. • Lefevre Peninsula has been home to construction of submarines for nearly 40 years, and this land use has operated effectively in this location during this time. • Any impacts are being carefully assessed through the approval process and specific mitigation and management measures put in place. • *Refer URPS' Land Tenure, Protected Areas and Land Use Report attached to the EIS for further information.*	
	Traffic and congestion (operation) • The operation of the facility will result in an increase in people coming to and going from the site daily. There are limited roads into the site along Lefevre Peninsula, and so traffic will use particular routes resulting in increased traffic on these routes. • Potential for workers to move to and from site in shift work patterns means traffic may increase at or during several parts of the day and night, as well as the peak periods, beyond the current hours of operation. This may result in increased travel times for existing residents and road users.	**Negative response** to traffic increases on local roads. There may be real or perceived impacts on travel time, safety and convenience of using the local road network. There may be the perception that an increase of this scale should necessitate alternative transport solutions such as new roads or public transport. **Positive response** that consideration is being given to how traffic safely gets to and from the site, especially through the early construction of the grade separated link road which will result in benefits during operation of the facility. This will reduce congestion and queuing that currently occurs as a result of the use of the train line.	<u>Within the ONS shipyard</u> • The new grade separated link road has intentionally been brought online early (prior to construction) in order to alleviate existing traffic queuing issues and provide an immediate solution for access. The new grade separated road will provide safe, efficient and secure access to the current and future shipyards in bypassing a level-crossing with rail. This will provide direct and uninterrupted access and reduced travel times for workers, improved overall safety by removing the vehicle-train interface, and improved traffic movement and reduced potential for queuing, affecting traffic flows for vehicles accessing Outer Harbor. The new road will eliminate the need for traffic heading to the Shipyard to queue when a train is using the line. With the shipyard workforce increasing in the coming years this will also help to minimise congestion from the additional traffic movements. <u>Beyond the ONS shipyard</u> • The traffic assessment has suggested that without intervention, the road network that can currently adequately service local traffic will be significantly impacted. Notwithstanding this, an assessment has indicated that a (likely) combination of infrastructure	Medium residual impact

Activity likely to cause impact	Prediction/analysis of likely or perceived impacts	How stakeholders may to respond to impact	**Management or mitigation measure** (including existing conditions summary)	Assessment of residual impact
			upgrades, public transport improvements and potential additional worker transport would address this issue. • ANI in partnership with the shipbuilder will continue to work with State and Federal Government to identify regional level transport solutions (for example new infrastructure and public transport solutions • *Refer SMEC's Traffic Report attached to the EIS for further information.*	
	Noise and vibration (operation) • The operation of the proposed development will produce noise and vibration. • Potential terrestrial noise and vibration sources during operation include paint blasting; grinding; cutting; welding; operation of gantry cranes, extraction fans, compressors and pumps. • Operational underwater noise sources are limited to the operation of vessels, from which impacts are modelled by Resonate in 2024 to be negligible.	**Negative response** to increased noise and the impact that this will have on amenity and wellbeing. This will be experienced more intensely by people who live or work closer to the site. It may also be perceived or experienced by people using nearby public spaces such as Biodiversity Park. There may also be noise impacts to marine and terrestrial fauna. **Positive response** that noise will be within EPA tolerated ranges.	• The closest sensitive receivers are located to the west of the site along Victoria Road. These premises are dwellings within the suburbs of North Haven and Osborne. The nearest residences face away from the subject site, with backyards, sheds and boundary fences separating the dwellings from the key freight route of Victoria Road. Impacts to marine fauna have also been considered. • Preliminary noise and vibration modelling by Resonate has indicated that the noise levels from the operation of the SCY will be able to meet its environmental obligations as required by national and state legislation. An updated noise model and impact assessment be prepared once the design progresses further to confirm this. • A range of mitigation and management measures will be put in place to minimise noise and vibration impacts during operation of the SCY. • It is also worth noting that that the area is already subject to operational shipbuilding and that the new SCY, at it's closest point is already where shipbuilding is taking place. The same already successful mitigation and operational performance targets will be required. • *Refer Resonate Consultants' Noise and Vibration Technical Report attached to the EIS for further information.*	Low residual impact

Activity likely to cause impact	Prediction/analysis of likely or perceived impacts	How stakeholders may to respond to impact	**Management or mitigation measure** (including existing conditions summary)	Assessment of residual impact
	Air quality (operation) • The proposed development could impact on local air quality resulting from emissions generated by on-site processes during operation of the submarine construction yard. • Potential air emissions sources during operation include surface preparation; metal plating and surface finishing; painting; machining and metal working; and associated infrastructure such as road traffic and fuel burning.	**Negative response** that air quality emissions could have detrimental impacts on health, wellbeing and the local environment. **Positive response** that the nature of the sources of air quality emissions are likely to arise from general industrial activities such as processing, welding, fabrication, and painting. These are similar processes to those currently undertaken within Osborne Naval Shipyard, which are already well managed. Routine air quality control measures will be put in place to meet EPA requirements and protect worker health.	• Preliminary air quality modelling undertaken by Vipac Engineers and Scientists has indicated that air quality modelled predictions are all below relevant criteria. An updated air quality model and impact assessment be prepared once the design progresses further to confirm this. • Despite the fact that the model predictions are all below relevant criteria, given the scale of the proposed development, a range of air quality mitigation measures will be implemented to minimise any potential impacts. • Sources are likely to arise from the kinds of activities that already occur on site, as such, the impacts and mitigation measures are well known, and have traditionally been reinforced through planning conditions. • Activities on the site will be required to comply with the *Environmental Protection (Air Quality) Policy 2016*. • It is also worth noting that that the area is already subject to operational shipbuilding and that the new SCY, at it's closest point is already where shipbuilding is taking place. The same already successful mitigation and operational performance targets will be required. • *Refer Vipac Engineers and Scientists' Air Quality Assessment attached to the EIS for further information.*	Low residual impact
	Direct clearance of vegetation and removal of fauna • Construction of new buildings and structures will require the entire site to be cleared of vegetation. This also may require direct removal of fauna. • Excavation for and construction of the wharf and wet dock may result in the direct clearance of a small area of seagrass and other benthic species such as razor clams and crabs, depending on the final alignment of the wharf and wet dock. These works are also likely to indirectly impact on seagrasses by increasing turbidity	**Negative response** that flora and fauna may be removed. damaged, destroyed or moved on from the area due to impacts on habitat. That dredging will occur in the Adelaide Dolphin Sanctuary and have detrimental impacts on marine flora and fauna. **Positive response** that impacts on flora and fauna have been assessed and will be minimal given the existing cleared and degraded nature of the site. Vegetation clearance will be limited to the site boundary only. Vegetation clearance will provide an opportunity to	• An EPBC Act Strategic Assessment has been undertaken to assess any impacts on EPBC Act listed species such as dolphins, including resident Indo-Pacific bottlenose dolphins, and ecological communities such as Subtropical and Temperate Coastal Saltmarsh Threatened Ecological Community in Mutton Cove. Approval by the Federal government will need to be provided before works can commence. • Comprehensive ecological assessment will also be undertaken to identify and assess potential impacts to federal (EPBC Act) and state (NPW Act) listed species and other environmental values through the	Low residual impact

Activity likely to cause impact	Prediction/analysis of likely or perceived impacts	How stakeholders may to respond to impact	**Management or mitigation measure** (including existing conditions summary)	Assessment of residual impact
	in the water, reducing light availability and depositing sediment on seagrasses.	remove declared weeds and manage pest animal presence on the site.	Environmental Impact Statement. Approval by the State Government will need to be provided before works can commence. • Opportunities for revegetation of native species that provide habitat for local wildlife will be implemented where possible in areas such as carparks. • Preliminary findings indicate that if careful management strategies are implemented, the effects of the construction of a wharf and wet dock (including associated underwater noise, disturbance of sediments and other impacts) on dolphins are likely to be short-lived and mainly include temporary changes to behavioural repertoires and reduced use of the impacted areas. • The clearance footprint of marine habitat for the purpose of the wet dock and wharf will be minimised to its functional requirements only. A Native Vegetation Clearance data report will be prepared and offsets paid if removal of seagrass is required. • A Dredge Management Plan will be prepared that will include a range of mitigation measures and will be subject to EPA licencing. A dredging methodology will be used that will reduce, minimise or manage impacts on the Adelaide Dolphin Sanctuary. • Refer Succession Ecology's Terrestrial and Marine Flora and Fauna Ecological Report and Terrestrial Flora and Fauna Management Plan attached to the EIS for further information.	
Increased roof/hard surfaces	**Stormwater run-off** • Increased roof and hard surfaces will result in increased stormwater run-off which could impact on ground water and introduce sediment into the marine/river environment, impacting flora and fauna. This could contribute to flooding risk.	**Negative response** that the proposed development will result in water run-off and pollution that could enter water bodies impacting on aquatic ecosystems and human health and amenity. **Positive response** that the development of this site will necessitate a coordinated and specific treatment and management of stormwater run-off.	• The proposed development will result in increases in the volume of run-off generated, however the rate of discharge will not be permitted to be increased. • Additional stormwater infrastructure will be constructed to manage stormwater flows on site, including allowances for climate change effects on rainfall and sea level rise.	No residual impact

Activity likely to cause impact	Prediction/analysis of likely or perceived impacts	How stakeholders may to respond to impact	**Management or mitigation measure** (including existing conditions summary)	Assessment of residual impact
	• Concern about erosion which may destabilise water courses or even undermine infrastructure such as roads.		• Stormwater will need to be captured and/or treated prior to any run-off from site. • Stormwater run-off will be monitored during and post construction via a CEMP. • *Refer AECOM and Aurecon Joint Venture's Stormwater Management Plan attached to the EIS for further information.*	
	Potential flood risk • The subject site, along with the entire Lefevre Peninsula region, is low lying and subject to current flooding. Sea level rise and more intense heavy rainfall events projected with climate change could further exacerbate this risk. • Some structures (e.g., those that require the berthing of ships) will be located below the required finished ground and floor levels associated with coastal areas.	**Negative response** to a real or perceived increased flooding risk during heavy rain events as a result of the reduction of the natural capacity of the land to absorb water. Local flooding to homes already an issue and the proposed development may be seen to exacerbate this issue. Concern about potential damage to costly infrastructure associated with the submarine construction yard, and perceived potential flooding impacts to nuclear infrastructure or material held within the yard. **Positive response** that the development of this site will necessitate a coordinated and specific treatment and management of stormwater run-off, potentially resulting in a net improvement of the quantity and quality of any run-off from the site.	• Additional stormwater infrastructure will be constructed to manage stormwater flows on site. • In addition, site levels will be investigated to ensure flood risks (including sea level rise) are addressed to ensure the long-term protection of critical infrastructure. • Relevant policies from the Coast Protection Board and Planning and Design Code related to ground and floor levels near coastal areas (that considers sea level rise and flooding) will be adhered to wherever practicable (ie with the exception of structures that need to be close to the waterline, such as berthing facilities). • *Refer AECOM and Aurecon Joint Venture's Stormwater Management Plan attached to the EIS for further information.*	Low residual impact
New lighting	Light spill and light impact • New or improved lighting to new and existing buildings, car park and pathways will increase the light on the site.	**Negative response** with the perception that upgraded lighting will cause light spill into neighbouring properties or impact on wildlife. **Positive response** that safety and security of workers and visitors to the site is being well considered. Research indicates that lighting at night can play a positive role in the real or perceived sense of safety particularly for women who report higher rates of feeling unsafe in low lit areas at night.	• The closest sensitive receivers (residential homes) are located to the west of the site along Victoria Road almost 1 kilometre away. While the proposed development and lighting may be visible at a distance it will cause no light spill or direct impact to local homes. • The Department of Climate Change, Energy Environment and Water's National Light Pollution Guidelines for Wildlife 2020 will be referenced when considering management principles to reduce artificial light impacts on fauna where design and security requirements allow. • *Refer Succession Ecology's Terrestrial and Marine Flora and Fauna Ecological Report and Terrestrial Flora*	Low residual impact

Activity likely to cause impact	Prediction/analysis of likely or perceived impacts	How stakeholders may to respond to impact	**Management or mitigation measure** (including existing conditions summary)	Assessment of residual impact
			and Fauna Management Plan attached to the EIS for further information about light spill and fauna.	
Construction	**Noise and vibration (construction)** • The construction of the proposed development will produce noise and vibration. Potential terrestrial noise and vibration sources building and structural foundation works, including piling, road profiling and surfacing, truck movements, demolition and concreting. • Potential underwater noise sources include piling and dredging. • Vibration could cause dilapidation or damage to other buildings or infrastructure, human discomfort, or impact to marine fauna.	**Negative response** to increased noise and vibration and the impact that this will have on amenity and wellbeing. This will be experienced more intensely by people who live or work closer to the site. It may also be perceived or experienced by people using nearby public spaces such as Biodiversity Park. Vibration from sheet piling in particular has a potential to impact on marine fauna.	• The closest sensitive receivers are located to the west of the site along Victoria Road. These premises are dwellings within the suburbs of North Haven and Osborne. The nearest residences face away from the subject site, with backyards, sheds and boundary fences separating the dwellings from the key freight route of Victoria Road. • Noise and vibration mitigation measures will be put in place to manage underwater impacts where practicable to minimise impact to marine fauna, including Marine Fauna Observers and shutdown zones. • Noise and vibration generated on land will be required to comply with EPA requirements to manage impacts on sensitive receivers. • A Construction Noise and Vibration Management Plan will be prepared to manage underwater noise impacts. • Vibration from land or water-based construction activity on heritage structures is expected to be minor. • A range of risk mitigation strategies will be put in place to manage risk of vibration impact to the shipwreck Excelsior. This will include but is not limited to an inspection to assess the risk of further damage to vibration through the preparation of a detailed dilapidation record/report prior to any construction works proposed to occur within 200m of the shipwreck. • *Refer Resonate Consultants' Noise and Vibration Technical Report attached to the EIS for further information.*	Low residual impact
	Impact on Aboriginal heritage site(s), remains or artefacts • Potential for construction work to uncover, damage or disturb Aboriginal remains or artefacts.	**Negative response** that Aboriginal site or objects may be uncovered, disturbed or damaged – causing distress for Aboriginal people. There may be a sense of distrust in the unlikely event a site or object, should it be disturbed will be	• There are no known Aboriginal heritage sites recorded within the subject site. • An Indigenous Heritage assessment of the area affected by the development has been undertaken and	No residual impact

Activity likely to cause impact	Prediction/analysis of likely or perceived impacts	How stakeholders may to respond to impact	**Management or mitigation measure** (including existing conditions summary)	Assessment of residual impact
	• Impacts on Country and changes to a landscape that plays an important role in storytelling.	treated with respect and managed appropriately. There may also be concern about the need for any discoveries to need to be moved off site due to the limited opportunity for remaining or being relocated on site due to the restricted access that will be required to the SCY. **Positive response** that initial assessments have identified that there is a low risk of impact on the subject site given it was historically an intertidal area unlikely to be used by the local Aboriginal people, and has since been reclaimed and covered by significant quantities of fill. Clear processes are in place to ensure safe and respectful handling of any unexpected finds.	has indicated that there is a low risk of works impacting unknown Aboriginal heritage sites across the subject site. • Construction work will observe Discovery of Aboriginal Sites and Objects procedure requiring immediate notification of authorities and ceasing of works should any unexpected items be discovered. • ANI in partnership with the shipbuilder, commits to ongoing engagement with Aboriginal people over and above the potential discovery of artefacts or remains to improve long term outcomes. • *Refer Independent Heritage Consultants' Aboriginal Heritage Desktop Assessment attached to the EIS for further information.*	
	Impact on European heritage site(s) • Potential for construction work to uncover or damage a European heritage site.	**Negative response** that heritage items may be disturbed or damaged. There may be a sense of distrust that heritage items will be managed appropriately. There may be particular concerns about the potential impact of vibration on the Excelsior shipwreck. **Positive response** that there will be no impact to State or Local Heritage Places, and that initial assessments have identified that there is a low likelihood of discovery of archaeological artefacts.	• There are no State Heritage Places on the subject site. • An assessment by DASH Architects identified that there is a low likelihood that excavation in the site area will result in an archaeological artefact of significance being discovered. • Seven historic shipwrecks in the potential affected area of project works are identified in the state shipwrecks mapping layer. However, further investigations have been undertaken to confirm the location of these wrecks. Two shipwrecks are extant in Mutton Cove (Excelsior and Jupiter), and one shipwreck is likely to remain in the Port River (Napperby). All other shipwrecks investigated through the study (Flying Dutchman, Minx, Wildflower, Corsair, Trail and Enchantress) are considered not to be impacted by the project. No shipwrecks are present within the subject site. The large extent of fill in the subject site means encountering shipwreck artefacts is highly unlikely. A range of mitigation measures will be put in place to manage potential vibration impacts to the Excelsior. • *Refer DASH Architects' Heritage Places and Areas Report attached to the EIS for further information.*	Low residual impact

Activity likely to cause impact	Prediction/analysis of likely or perceived impacts	How stakeholders may to respond to impact	**Management or mitigation measure** (including existing conditions summary)	Assessment of residual impact
Removal of trees / native vegetation	Environmental impacts • Reduction in habitat, reduction in flora and fauna and biodiversity. • Potential removal of sea grass and weeds in the aquatic environment as a result of dredging.	**Negative response** that vegetation requires clearing. Regardless of whether the species or condition has been assessed not to have a high level of ecological or biodiversity value, vegetation can still be highly valued by community. Removal of vegetation can often cause concern within the community. That removal of or impact on seagrass will damage habitats or food source of valued flora and fauna. **Positive response** that the site is already predominantly cleared, and vegetation is of low value – therefore any removal will not have a significant negative impact on amenity or the environment. That there will be new landscaping and planting on site which will improve flora and fauna outcomes, with a focus on use of native species that provide habitat for local fauna.	• The land-based portion of the subject site has been cleared within the last ten years. It contains little vegetation, and what vegetation has regenerated is degraded. It has been assessed to have low habitat value. • No removal of significant or regulated trees is required. • The majority of vegetation clearance comprises low level shrubs which has been assessed to have low level biodiversity or habitat value in their current context. • There will be amenity planting and landscaping in appropriate settings (eg car parks) using native species. • Any clearance of sea grass will need to be offset via a financial payment to the Native Vegetation Fund. These contributions can then be used by the Native Vegetation Council as grants to other revegetation and restoration initiatives. • *Refer Succession Ecology's Terrestrial and Marine Flora and Fauna Ecological Report and Terrestrial Flora and Fauna Management Plan attached to the EIS for further information.*	Low residual impact
Use of hazardous materials on site	Risk to people and property • Risk of fire or explosion caused by ignition of fuels, paints and corrosive materials used at or stored on site resulting in damage to property, people or life. • Increased risk due to proximity to other sites that may have flammable materials also amplifies risk and consequence (eg Ampol, silos, power station). Environmental impact • Potential environmental impacts as a result in loss of containment of hazardous materials resulting in a direct or indirect (water, ground, air contamination) impact on human health and ecological condition.	**Negative response** that the use and storage of hazardous materials on site increases community risk to a fire or explosion. This may be perceived to be at a scale that could impact on residents or visitors of Lefevre Peninsula. Due to the proximity to other flammable materials and hazardous land uses, this may be seen as further compounding and increasing this risk and the potential consequences. There may be concerns that poor management of hazardous materials could result in harm to health or the environment. **Positive response** that the highest levels of standards and requirements are in place to ensure hazardous materials	• Dangerous substances will be managed in accordance with project Environmental Management Systems prepared for each project phase, developed to align with ISO 14000 series of standards for environmental management systems. • The transport, storage, use and disposal of hazardous substances will comply with all relevant regulatory requirements for approval, licensing and industry (design) standards. • Requirements extend to construction contractors and tenants of the SCY who are required to provide evidence to ANI that their storage and handling procedures comply with the relevant requirements.	Low residual impact

Activity likely to cause impact	Prediction/analysis of likely or perceived impacts	How stakeholders may to respond to impact	**Management or mitigation measure** (including existing conditions summary)	Assessment of residual impact
		are being safely managed to ensure project, human and environmental safety.	• *Refer Colby Phillips Advisory's Dangerous Substances Report attached to the EIS for further information.*	
	Classified information • The classified nature of plans and information around the nuclear propulsion systems limits release of information that might otherwise provide some level of comfort to the community.	**Negative response** that the required secrecy around the route of transportation and specific site and means of storage may increase fear as concerns cannot be addressed through provision of information. There may be a perception that the classified nature of the information about the nuclear propulsion systems may mean that the risks to human health or environment are being withheld from the community, with danger being greater than is being publicly disclosed.	• Complete transparency on all elements of the project may not be feasible, but there is a commitment to sharing all information that can be disclosed. Not all information could be provided, but the information in the EIS is considered sufficient to assess the project. • ANI, in partnership with the shipbuilder, will review the process and rigour of the Regulator's assessment to ensure it provides sufficient assurance to the community. This will be incorporated into communication materials.	Low residual impact
Increased energy/resource use	Energy use • The site will use a significant amount of energy during operation and construction. Embodied energy • Materials required to construct the SCY and the nuclear-powered submarines will have levels of embodied energy. There will also be transport energy expended with some materials needing to come from specialist suppliers overseas, and some components produced here will be transported overseas to the AUKUS partners.	**Negative response** that an unreasonable amount of energy is being used on site and that this activity and energy use is contributing to increased greenhouse gas emissions and the range of impacts of climate change. **Positive response** that there will be significant use of renewable energy that will support the delivery of the project.	• With regards to the sustainable use of resources, ANI's Statement of Corporate Intent 2023/24 documents ANI's commitment to the sustainable use of resources. ANI is accredited to ISO 14001:2015 – Environment Management Systems and continues to implement environmentally sustainable practices in its planning and design, operation and maintenance activities. ANI aims to reduce adverse whole-of-life social, environmental and economic impacts of its activities. • A range of design, construction and operational measures will be considered for the SCY to seek opportunities to increase energy efficiency, reduce use of fossil fuels, maximise use of renewable energy, and generate and store energy on site where possible. These will be progressed during concept design development. • *Refer Colby Phillips Advisory's Greenhouse Gas Emissions Report attached to the EIS for further information.*	Low residual impact
	Waste generation A range of waste types will be generated during operation and construction.	**Negative response** that an unreasonable amount of waste is being produced on site and that this activity and energy use is contributing to increased greenhouse gas emissions and the range of impacts of climate change and pollution.	• General, liquid, quarantined and hazardous wastes will be managed in accordance with ANI's Statement of Corporate Intent 2023/24, accreditation for ISO 14001:2015 – Environment Management Systems and requirements documented in ANI's MP11.0	Low residual impact

Activity likely to cause impact	Prediction/analysis of likely or perceived impacts	How stakeholders may to respond to impact	**Management or mitigation measure** (including existing conditions summary)	Assessment of residual impact
		Positive response that waste is being managed in accordance with best practice standards.	Environmental Management Plan and Procedure PR11.1 General Site Housekeeping. • ANI has adopted the waste mitigation hierarchy that outlines the preferred order of waste and recycling management at their existing Osborne Naval Shipyard. The same waste mitigation hierarchy will be applied for the SCY. The hierarchy enables a logical process to minimise the construction and operational impact to the environment with both consumption of resources and minimising the generation of waste to landfill. The separation of waste streams is undertaken during both construction and operation, with waste disposed of at licensed waste disposal depots using licenced contractors. Hazardous wastes and contaminated materials are routinely disposed of in accordance with the South Australian Environment Protection Authority (EPA) requirements when offsite disposal is required. • *Refer Colby Phillips Advisory's Waste Management Report attached to the EIS for further information.*	

Table 31 Social Impact Assessment table – Indirect impacts

Activity likely to cause impact	Prediction/analysis of likely or perceived impacts	How stakeholders may to respond to impact	Management or mitigation measure	Assessment of residual impact
INDIRECT				
New and changed land uses with increased activity	Changes to local property market • Changes to the nature of activity on the site may impact on perceptions of the desirability of the local property market. • An increase in required workforce may increase demand for housing in the local area. • Demand generated from the workforce of the NPSCY may impact to availability and affordability of housing	**Negative response** that activity on site may be considered to reduce the value of local properties due to amenity or other impacts. There may also be a concern that increased demand in the area will increase property prices and make the area less affordable for those trying to get into the property market and price out (i.e. increase rents) to those already living there.	• Response to housing affordability and supply is a broader challenge than just the scope of the proposed development. • The Malinauskas Government has released a suite of integrated solutions in the Housing Roadmap released in June 2024. • Initiatives include fast tracking of the largest release of residential land in the State's history along with planning reforms and skills programs to facilitate quicker approvals and construction.	Medium residual impact

Activity likely to cause impact	Prediction/analysis of likely or perceived impacts	How stakeholders may to respond to impact	Management or mitigation measure	Assessment of residual impact
	(open market and rental) and other forms of accommodation. • New and enhanced potential opportunities for local accommodation providers, property owners, real estate agents, developers and others in the housing supply chain. • Accommodation shortages more generally could impact on short term 'crowding out' of short-term accommodation that might otherwise support major tourism or sporting events held in Adelaide, impacting on the economic success and accessibility of these events for attendees.	**Positive response** that increased demand for property in the area may provide a windfall or increase in equity to local property owners. Increased demand for and price of property in the area may drive gentrification of the area due to changes in socioeconomic profile of the community and increased investment in the area.	• For households who may be impacted by affordability, there are a range of new initiates including: - Recent changes to prevent rent bidding will contribute stabilising rent prices. - Changed eligibility criteria for Private Rental Assistance will allow more households to access financial support. - Investment in building, modernising and upgrading thousands of public homes, to unlock more opportunities for people who need housing security. • *Refer TSA Advisory's Economic Analysis attached to the EIS for further information.*	
	Traffic and congestion • The number of workers needing to access the site will impact local road movements, amount of traffic using local roads, and/or queuing on other local roads beyond the site. • Subject to shift start time and changeovers traffic congestion caused by the development will vary and likely impact local residents.	**Negative response** that increased traffic on local roads may change the nature of these roads. This may impact on real and perceived amenity as traffic noise and travel times may be impacted. There may also be the concern that it could cause segregation of communities who may no longer be able to as easily cross main roads safely or independently – particularly for more vulnerable members of the community like young people, older people, or those with mobility impairments. Safety of pedestrians and cyclists may be impacted as traffic volumes increase. **Positive response** should improvements to road infrastructure and/or public transport services be made to support additional workforce. The broader community can benefit from this investment.	• The Lefevre Peninsula is well connected and integrated into the transport network. It has access to major roadways which connect to Edinburgh RAAF Base, Edinburgh Defence Precinct, Technology Park Adelaide and Defence Science and Technology as well as other transport routes. These are critical for the connection of industry and people. • Further the Peninsula is accessible by rail and water. • Road and public transport upgrades are proposed to support the increase in employees commuting to and from the Lefevre Peninsula. • *Refer SMEC's Traffic Report attached to the EIS for further information.*	Medium residual impact
	Increased demand on infrastructure/utilities • An upgraded facility with increased capacity may place additional demand on utilities and infrastructure, including power, water, sewerage and telecommunications.	**Negative response** from some who may consider that infrastructure is already at capacity or sufficiently utilised, and that additional use will impact on their quality of service (for example, decreased water pressure, lower internet speeds, power outages). **Positive response** that capacity assessments have been undertaken and that services providers will increase their	• The proposed development will develop and activate currently vacant and underutilised land. The development will connect with established infrastructure that is consistent with the proposed development thus creating a cluster of similar services.	No residual impact

Activity likely to cause impact	Prediction/analysis of likely or perceived impacts	How stakeholders may to respond to impact	Management or mitigation measure	Assessment of residual impact
		infrastructure provision to ensure no negative impacts are felt.	• Gas and electricity transmission lines will be relocated across the site, providing the opportunity to optimise these utilities. • ANI in partnership with the shipbuilder will work with utility providers to ensure acceptable service levels of infrastructure and utilities are maintained.	
	Opposition to defence activity • There may be general opposition to the project, to the building of submarines and their contribution to Australia's defence capacity. • Australia's membership and involvement in AUKUS may not have broad support.	**Negative response** that Australian taxpayers money should be spent on something other than increasing the defence capacity. For example, to address other issues like housing supply, hospitals and health care etc. There may be the perception that the investment in building the nuclear-powered submarines is too great compared to the perceived advantage that they will provide to our defence capability. There may be a sense that major decisions (such as Australia's involvement in AUKUS) are being made without consultation with the community and as such the pros and cons have not been broadly debated or communicated. There may be views that AUKUS contributes to a loss of sovereignty. **Positive response** that Australia's defence capacity is being invested in to ensure we have modern fleet to protect our national security. That the project enhances our international relations with the UK and US through the trilateral partnership.	• The acquisition of conventionally-armed, nuclear-powered submarines is the single biggest leap in Australia's defence capability. It will see Australia become one of only seven nations to operate nuclear-powered submarines. It will strengthen our capacity to defend Australia and its national interests. It will significantly enhance our contribution to the security and stability of the region. • Not proceeding with this project could contribute to Australia's sovereign risk and damage our international reputation. • Australia's membership to AUKUS elevates all three nations' industrial capacity to produce and sustain interoperable nuclear-powered submarines for decades to come. It enables an expansion of individual and collective undersea presence in the Indo-Pacific region and contributes to global security and stability.	Medium residual impact
	Flora and fauna impact Potential for broader or indirect environmental impacts on valued environmental areas close by including Torrens Island Conservation Park, mangroves, Mutton Cove, Biodiversity Park and the Adelaide International Bird Sanctuary National Park.	**Negative response** that there are a range of important and valued flora and fauna near the site that could be impacted by the proposed development. There may be a concern that the construction or operation of the SCY will have impacts beyond its direct footprint and impact on the quality of environments/habitat or the health and behaviour of fauna (eg migratory patterns of birds). **Positive response** that the activity of the site is contained to the proposed footprint which will have minimal if any impacts on other nearby environmental sites.	• Nearby Biodiversity Park and Mutton Cove will continue to play an important role in supporting biodiversity in the area. • Direct environmental impacts will be managed as outlined in section 8.2, and as a result minimal broader or indirect impacts are anticipated. • *Refer Succession Ecology's Terrestrial and Marine Flora and Fauna Ecological Report and Terrestrial Flora and Fauna Management Plan attached to the EIS for further information.*	Low residual impact

Activity likely to cause impact	Prediction/analysis of likely or perceived impacts	How stakeholders may to respond to impact	Management or mitigation measure	Assessment of residual impact
Introduction of new/larger restricted access/security zones	**Changes to access** • The classified nature of the activities at the shipyard necessitates restricted public access to the surrounding areas. This may result in less publicly accessible land and water including sites that are used for recreation and amenity. • Access to all or part of Falie Reserve is likely to be restricted. • Access to Mutton Cove Conservation Reserve is likely to be restricted. • Access to part(s) of Port River (water and banks) is likely to be restricted. • Access to Snapper Point car park and lookout will be restricted. • Installation of perimeter fencing and/or security check points.	**Negative response** that access is being restricted to valued public land. This may be particularly poorly received to individuals or groups who are regular visitors or contributors to public spaces such as Mutton Cove for revegetation work undertaken by volunteer groups. Restricted access may extend to parts of the Port River, and impact on recreational fishing areas. There may be concerns that fencing and security check points are unattractive. The perceived 'militarisation' of the space through restricted access and fencing can create a sense of unease and threat to safety. There is likely to be a fear of the unknown and concern about what may be happening on site that can't be disclosed to the public. **Positive response** may acknowledge that this level of security is appropriate for a defence facility.	• It is not possible to make exceptions to access for the general public. • Current land based public access to Mutton Cove is anticipated to change once the SCY is fully operational. • Restricting public access to the SCY is essential to ensure national security, protect sensitive technologies, and maintain the safety of both personnel and the public. • By limiting access, critical defence infrastructure is safeguarded, potential threats prevented, and the integrity of our national defence capabilities upheld.	Medium residual impact
Bringing in equipment and materials from interstate/overseas	**Biosecurity risk or incident** • Desktop studies and surveys of both terrestrial and marine flora and fauna have identified the presence of pest species in the subject site. This could be exacerbated, or additional species introduced as equipment and materials are brought in from other sites including overseas or interstate.	**Negative response** to an increased biosecurity risk to local species of flora and fauna, or potential impacts on human health or the economy. **Positive response** may acknowledge that existing weed-infestation on the site has compromised the quality of vegetation in the subject site, and the proposed development provides an opportunity to control these declared weeds.	• Existing weeds will be removed during the pre-construction and construction phases. • Declared weeds will be prevented from being transported on a public road, including as a contaminant of other materials. • Temporary construction infrastructure will be located away from weed-infested areas. • A marine pest monitoring and management plan, prepared in line with international, national and state legislation and guidelines will be prepared. This plan is to be developed in consultation with the Department of Primary Industries and Regions, South Australia (PIRSA) and marine management stakeholders. • ANI in partnership with the shipbuilder will ensure biosecurity measures are investigated for inclusion in the Construction Environmental Management Plan. • *Refer Succession Ecology's Biosecurity Report attached to the EIS for further information.*	Low residual impact

Activity likely to cause impact	Prediction/analysis of likely or perceived impacts	How stakeholders may to respond to impact	Management or mitigation measure	Assessment of residual impact
New and large workforce	**Demand for skills and training** • The ability for available local workforce to meet the skills and training requirements for the SCY. • Adequate provision of skills and training for new workforce.	**Negative response** with scepticism that the skills and training demand can be met. **Positive response** to the significant investment in skills and training being made which presents opportunities to the local community.	• The development will facilitate a more resilient and productive economy by supporting new sustainable, transferrable and well-paying manufacturing and knowledge-intensive jobs within the South Australian workforce. • There are various policies and government investments in local workforce management and recruitment measures, including: - The establishment of the Skills and Training Academy on the Lefevre Peninsula will develop the workforce to build and sustain nuclear-powered submarines. - The establishment of the Shipbuilding Employment Pathways initiative. - The expansion of the Defence Industry Pathways Program to include pathways into the nuclear-powered submarine program. - Launch of an ASA Nuclear Graduate Program aimed at attracting high-performing graduates from STEM or nuclear-related disciplines. - Extension of the School Pathways Program, promoting career pathways and opportunities within the defence industry. - 3,000 scholarships for students studying undergraduate STEM courses relevant to the nuclear-powered submarine program. • Notwithstanding these measures, there will be a need to recruit workers from interstate and overseas. Particularly in the case of overseas workers, this is in the spirit of the AUKUS partnership to establish interoperable NPSs with an embedded workforce from partnership nations. • *Refer TSA Advisory's Economic Analysis attached to the EIS for further information.*	Medium residual impact

Activity likely to cause impact	Prediction/analysis of likely or perceived impacts	How stakeholders may to respond to impact	Management or mitigation measure	Assessment of residual impact
	Additional workforce required • At its peak, up to 4,000 workers will be employed to design and build the infrastructure for the submarine construction yard. • A further 4,000 to 5,500 direct shipyard jobs are expected to be created to build nuclear-powered submarines in South Australia when the program reaches its peak. This does not include the additional jobs created in the supply chain for the construction or sustainment of submarines. **Availability of workforce** • Construction is proposed for the same time as the new Women's and Children's Hospital, the North South Corridor, the New Mount Barker Hospital and other significant construction projects. • There are existing labour constraints, particularly in the construction sector. Until new skills or labour is created (eg through migration or education), this may displace workers from other construction projects leading to delays for other construction projects elsewhere in South Australia. • The subject site is distant from the most affluent parts of the Adelaide metropolitan region. For relatively skilled (and high earning) workers who want to live in these suburbs, this can mean a long drive which detracts from the appeal of a career at the Lefevre Peninsula.	**Negative response** that there is already very low unemployment in South Australia and this, along with labour shortages in key skilled areas, may cause scepticism, unease or anxiety about how the project is going to be delivered. There may also be concern about how this may delay the delivery of other important projects within the community – such as new hospitals and major road upgrades. Some may feel that these should not be delayed at the expense of this project. There may be concern these new jobs may not be awarded to or benefit locals, with the perception that new jobs created will go to interstate or overseas migrants. There may also be concern about what the partners of these migrants may do – and competition and pressure this may put on other employment sectors. **Positive response** that significant opportunities are on the horizon for a range of jobs and skill areas. This creates choice and competition which may result in positive work conditions and wages for employees to attract and retain workers. The opportunities presented by this project may assist some of the labour decline in manufacturing more generally in South Australia – often marked by the closure of the Holden Factory in northern Adelaide.	• The demand for workers generated at a state level based on the range of major construction projects underway will require migration to South Australia to meet worker demand. • The South Australian and Australian governments have committed to ongoing and active management of the public infrastructure works pipeline to smooth labour and material demands. • This project and others will be supported by concerted efforts to attract construction workers from interstate and overseas. • The shortage of construction workers will require skilled workers from other parts of Australia and overseas, attracting these workers will be pursued in the short and medium terms. • ANI supports maximising local content. Whenever feasible, local contractors and suppliers are sourced and utilised. ANI and its contractor partners publicise work package opportunities locally, including via the Industry Capability Network. Furthermore, ANI have a proven track record in achieving this with the Osborne South Development Project which achieved over 97% engagement with local contractors. • The Commonwealth Government has already announced $33.5 million over six years from 2024–25 for initiatives to enhance domestic industry and workforce capacity. Another $17.2 million has been committed for 2024–25 to expand Australian industry participation in the nuclear-powered submarine supply chain. • *Refer TSA Advisory's Economic Analysis attached to the EIS for further information.*	Medium residual impact
	Employment for disengaged groups in the community • The significant and long-term employment that will be generated by the project creates opportunities to create tailored programs and pathways to engage	**Negative response** that assumes that job opportunities will not match or meet the needs of disengaged groups in the community, and they will continue to be marginalised.	• There will be a range of investment and resources to contract, and train disengaged working age parts of the community. • Most significantly, the development of a Skills and Training Academy on the Lefevre Peninsula will	Medium residual impact

Activity likely to cause impact	Prediction/analysis of likely or perceived impacts	How stakeholders may to respond to impact	Management or mitigation measure	Assessment of residual impact
	parts of the community who may typically experience lower levels of employment or skills development such as First Nations people, young people, long term unemployed or low skilled workers.	**Positive response** to the range of measures that actively seek to find employment and training opportunities for disengaged groups in the community.	develop a local workforce to build and sustain nuclear-powered submarines. • Pilot programs will be delivered in close consultation with Australia's Sovereign Submarine Build Partner, Sovereign Submarine Sustainment Partner and the shipbuilding industry and include: - Non-Destructive Testing Traineeships to grow the testing technician workforce. - The Welding Aptitude Testing Initiative, providing entry-level workers and mid-career skilled workers opportunities to test their skills and explore welding careers in shipbuilding. - A welding bridging initiative for new entrants, existing workers and advanced apprentices in adjacent industries to uplift their skills to fill welding roles in shipbuilding and the nuclear-powered submarine program. - International placements for a 'train the trainer' pilot. - Opportunities for Australia's VET teacher workforce to conduct short-term placements in the US to enable them to build an understanding of AUKUS trilateral training requirements and methods, and support students with understanding nuclear-powered submarine career pathways. - The Defence Industry Pathways Program will also expand to include pathways into the nuclear-powered submarine program. • ANI has a strong commitment, as part of its Reconciliation Action Plan, to maximising local content in the delivery of its projects including the engagement of Indigenous businesses and individuals. This will result in employment opportunities for local First Nations people. • ANI and its contractor partners are dedicated to engaging First Nations businesses and individuals. This commitment has led to contracts being awarded to	

Activity likely to cause impact	Prediction/analysis of likely or perceived impacts	How stakeholders may to respond to impact	Management or mitigation measure	Assessment of residual impact
			First Nations-owned businesses on the Osborne South Development Project. The Australian Government identifies requirements to encourage First Nations participation in high-value Commonwealth contracts. As a result, ANI and its contractor partners will seek to align with those requirements to ensure employment opportunities are maximised during design, construction and operation. • ANI are committed to preparing an engagement plan to guide Aboriginal engagement, with a focus on building ongoing relationship, and seeking opportunities for jobs, training etc.	
	Impact on hard and soft infrastructure • Potential impact on the supply and availability of hard and soft infrastructure as a result of increased population in the local area. This may include but is not limited to healthcare and emergency response, transport and utilities, education and childcare, community support services, and recreation and open space.	**Negative response** that a significant new workforce will place demand on hard and soft infrastructure, minimising the availability or quality of infrastructure and services in the community. **Positive response** that workers are likely to remain on site for the duration of their shift and access services close to home, resulting in minimal impact on local services or infrastructure.	• While no direct additional community facilities are proposed to be delivered as part of the proposed development, according to the social analysis undertaken, it is reasonable to conclude that the community has good access to public transport and recreational spaces, as well as social services centred in Port Adelaide. • ANI in partnership with the shipbuilder will initiate a range of measures to manage and maintain the wellbeing and connection of their workers within their site which will reduce demand on existing services within the surrounding community. This is anticipated to include: - Emergency response services - First aid and basic health care on site - Staff wellbeing programs - On site mess/canteen. • It is anticipated that the majority of the SCY workforce are likely to remain on site for the duration of their shift. Limited SCY workforce numbers are anticipated to leave the site to use local services. • It is anticipated that the worker population at the site will be dispersed throughout the region and Greater Adelaide more generally, and so there is unlikely to be	Medium residual impact

Activity likely to cause impact	Prediction/analysis of likely or perceived impacts	How stakeholders may to respond to impact	Management or mitigation measure	Assessment of residual impact
			a significant geographic spike in the demand on health, community and social services in the locality. • It is common that hard and soft services and infrastructure are most significantly accessed close to home – adding to the dispersal of demand and meaning that the level of service provided to the local community by existing social services, facilities and infrastructure is not likely to be reduced substantially. • A workforce code of conduct to govern shipworker interactions with local communities as part of their respective employer inductions.	
Temporary storage of low level radioactive waste and/or a nuclear power propulsion system	**Risk to people and environment** • Any use or movement of nuclear materials presents risks and consequences to human health should nuclear material not able to be contained. • Generation and disposal of radioactive waste. • Procedure in the case of an emergency or incident. **Increased risk profile** • There is a risk that the site may be a target for an act of terrorism either directly due to the presence of nuclear materials, or that the site may be a target and the presence of nuclear materials increases the consequence of any potential attack. • Procedure in the case of an emergency or incident.	**Negative response** that temporary storage of low level radioactive waste and/or a nuclear power propulsion system present an unacceptable risk to human health and the environment. It may be perceived that the nature or amount of nuclear material or activity on the site is comparable to sites where major disasters have occurred. There may be no tolerance for any sensitive land uses within a significant distance of the site due to the perceived scale of an incident were it to occur. There may also be concerns that business as usual may result in radiation being in the locality which presents risk to human health and the environment. These risks and consequences may be regarded not only on and near the site of the proposed development, but along the path of the delivery of nuclear materials. There may be scepticism of the level of independence given that the new nuclear safety regulator reports to the Minister for Defence, not the Minister of Health, and therefore this is not in the public interest. There may be a perception that using nuclear materials in this way further normalises them, opening the route to greater 'civil' use of nuclear (e.g., nuclear power generation) which some parts of the community are opposed to.	• The Commonwealth Government does not intend to develop a nuclear industry in Australia to support the project. • What this means is that the nuclear propulsion system will be designed and built outside of Australia to international safety standards and transported by sea from the host nation to Osborne, South Australia. • When they are received at the SCY they are temporarily securely stored in purpose-built infrastructure prior to being installed into the submarine. • Limited low-level radioactive waste will be generated throughout the later stages of the build process. This waste is similar to waste generated by hospitals who use medical equipment with nuclear components and might include gloves, gowns or other personal equipment used by the personnel who access the components. • Waste will be collected, sorted and categorised prior to being taken off-site for long-term disposal (once a national facility is available). No medium or high-level waste will be stored or managed on site. • There will be no diversion of nuclear materials and safeguards in place to ensure this. • There is a rigorous licencing process through the Australian Radiation Protection and Nuclear Safety	Low residual impact

Activity likely to cause impact	Prediction/analysis of likely or perceived impacts	How stakeholders may to respond to impact	Management or mitigation measure	Assessment of residual impact
		Positive response that an independent regulator has been established to ensure that every reasonable precaution and safety mechanism is in place to ensure the protection of human health and the environment. That radioactive waste generated on site will only be a low level (like that of medical waste associated with the use of nuclear medical equipment such as MRI (magnetic resonance imaging)).	Agency (ARPANSA) (and the incoming Australian Naval Nuclear Power Regulator (ANNPSR) established under the *Australian Naval Nuclear Power Safety Act 2024*, which was enacted on the 24 October 2024) that will have to be complied with to ensure nuclear systems are safely controlled at the shipyard. • Australia will meet its non-proliferation obligations and commitments under the Treaty for the Non-Proliferation of Nuclear Weapons. The Government has been clear throughout this process: Australia does not want to, and will not, acquire nuclear weapons. • These materials will only be present during operation of the facility, not during construction.	
Increased economic activity	Economic activity • The proposed development will have a significant positive impact on the local, regional and state economy, with significant investment into infrastructure and jobs. • This project is of major state and national strategic importance and will expand existing land uses on Lefevre Peninsula. • The proposed development will look to double the footprint of existing shipbuilding infrastructure, significantly increasing capability and delivering on strategic objectives.	**Negative response** that while the NPSCY may generate economic activity, the benefits might not be evenly distributed. There could be concerns that the economic gains will be for national benefit, leaving the local community with little improvement in their economic situation. There may also be a concern about dependence on a single industry in the region. That is, if the community becomes overly dependent on one major industry, it can be vulnerable to economic downturns if that industry faces challenges, declines or is subject to other socio-and geo-political influences. **Positive response** that this project creates significant, long term economic activity which will have a range of flow on benefits to South Australia and its community.	• The proposed development is of state and national significance and will deliver on findings of the Defence Strategic Review and AUKUS. The proposal seeks to increase the presences and operation of shipbuilding on the Lefevre Peninsula. It will cluster sensitive industries in one locality and ensure there is sufficient area to deliver the intended scope of services. • The proposed development will capitalise on the recent $500 million expansion of the Osborne Naval Shipyard. Development will expand the clustering of services and create a services hub to deliver on infrastructure of national importance. • Economic modelling suggests that for every $1billion invested in the construction of the SCY it will generate: - $255 million in total output - 619 jobs - $45 million in wages and salaries - $90 million in value add • *Refer TSA Advisory's Economic Analysis attached to the EIS for further information.*	Net positive impact
	Impact on supply chain and local businesses	**Negative response** that the local market and supply chain is not set up to support the SCY, or that there may be	• Economic analysis suggests that there will be a significant supply chain effect created by this project –	Net positive impact

Activity likely to cause impact	Prediction/analysis of likely or perceived impacts	How stakeholders may to respond to impact	Management or mitigation measure	Assessment of residual impact
	• Positive supply chain effect can lead to economic growth, innovation, job creation, and improved efficiencies, benefiting a range of participants in the supply chain network. • There is also likely to be some level of flow on economic activity from workers at the SCY supporting local businesses in retailers, hospitality businesses, allied industries, manufacturers and local service providers. The economic output linked to this category of impact is estimated at just under $1 billion annually.	delay in coming online. Demand for materials and services may cause a shortage for other businesses and projects. **Positive response** to the significant opportunity for local businesses to provide support for a secure long term project.	with jobs and value creation significantly being realised across the supply chain, and not as a direct result of the SCY. • In January, the Defence Industry Vendor Qualification Program was initiated. With support from AUKUS partners, this program is easing barriers and simplifying procedures to expedite the inclusion of Australian products in UK and US supply chains. Once qualified, Australian companies will be well-placed to participate in international supply chains, collaborating with industrial partners in the UK and US.	
	Impact on other development • With low vacancy rates for employment land in Adelaide West, the proposed development risks placing upward pressure on employment land values. This may displace existing tenants in and near to the Lefevre Peninsula to make way for new tenants that highly value or require good proximity to shipbuilding. This may also initiate regeneration and improvement to the area which creates broader benefits.	**Negative response** that the defence industry will dominate, and price out other industrial land uses in this area. The region is particularly important due to its proximity and access to transport infrastructure and the port and can't easily be replaced or replicated. **Positive response** from land owners who may see an increase in return on their properties.	• The South Australian Government's land supply dashboard provides timely and transparent data on urban land supply and development activity in the Adelaide area. It is to be updated to include employment land – ensuring accurate information for investment. • Local governments and the South Australian Government may also like to consider facilitation of earlier development of potential employment lands in the Gillman/Dry Creek precinct. In addition, protecting strategic well-located employment land in the adjoining Inner North region from rezoning for alternative uses may mitigate this potential impact. • *Refer TSA Advisory's Economic Analysis attached to the EIS for further information.*	Medium residual impact
	Changing community composition • The project will be transformative for the region. Significant investment in industry has a range of flow on effects to the community and can result in changes to community composition, or gentrification.	**Negative response** that long-term, low-income residents may be priced out of their homes due to rising rents and property taxes, leading to displacement and loss of community ties. Should an increase in property values occur, this may reduce the availability of affordable housing, making it difficult for low-income families to find suitable accommodation. There may be a concern that the influx of new, often more affluent residents can lead to the erosion of the existing	• There is no argument that this project will be transformative for the region and the community. • Engagement across all levels of government already demonstrated the commitment of governments to supporting the community through this change, to ensure South Australians and/or locals enjoy the benefits, and negative impacts are minimised. • ANI in partnership with the shipbuilder are committed to working with the local community on a range of initiatives to support the transition. This has already	Net positive impact

Activity likely to cause impact	Prediction/analysis of likely or perceived impacts	How stakeholders may to respond to impact	Management or mitigation measure	Assessment of residual impact
		cultural and social fabric of the neighbourhood, sometimes resulting in the loss of cultural identity and diversity. Gentrification can exacerbate economic disparities, as benefits are often not evenly distributed, favouring new, wealthier residents over long-term, lower-income inhabitants. **Positive response** that gentrification often leads to increased investment in a neighbourhood, which can spur economic growth, create jobs, and boost local businesses. It may be anticipated that the revitalisation will result in better infrastructure, such as upgraded roads, public transportation, and public spaces, as well as services such as schools, parks, and healthcare facilities. Amenities like cafes, restaurants, and retail stores may also increase. Local homeowners may look forward to increases in property values, which can benefit homeowners by increasing their equity and providing opportunities for higher resale values.	included working with local community environmental groups.	
Assessment and approvals process	**Transparency of information provided** • Intentional or necessary information gaps due to classified or confidential reasons may prevent a full understanding of the development's complete impacts. **Complexity of approvals** • Approvals for similar elements are required at different levels of Government and are occurring at approximately the same time. This includes the Impact Assessed Development Application for state-based approval (this report), and the EPBC Act Strategic Assessment for federal approval. This duplicity may cause confusion.	**Negative response** that there are a range of details related to the proposed development that are not being disclosed such as the layout of the yard and schedule for construction. There may be confusion or even scepticism about why two approvals processes are occurring, how they differ and why this is not clearer and more straightforward for the community to understand and participate in. **Positive response** that a rigorous approval process is being followed with a range of qualified approval authorities, which provides a sense of confidence in the process.	• ANI appreciates the complexity of the delivery of this project and is working with partners and approval bodies to communicate this as clearly and transparently as possible. • The complexity of the project necessitates a complex approval process to ensure that the impacts of the project are fully understood and assessed. Wherever possible efforts are being made to simplify and streamline this approvals pathway. • Complete transparency on all elements of the project may not be feasible, but there is a commitment to sharing all information that can be disclosed.	Low residual impact
Communications and Engagement	**Genuine, regular and transparent engagement** • Genuine, regular and transparent engagement will be an expectation from community and stakeholders in	**Negative response** that the proposed development is a 'foregone conclusion' and engagement is not genuine and feedback will not influence outcomes.	• ANI has already established a track record of regular engagement with the community. This includes a range of ways that information can be accessed, and feedback provided. Methods focus on 'getting to' where the community is, including letter box dropping	Low residual impact

Activity likely to cause impact	Prediction/analysis of likely or perceived impacts	How stakeholders may to respond to impact	Management or mitigation measure	Assessment of residual impact
	order to understand the progression of the project and the multitudes of ways that it may impact them.	**Positive response** that regular and ongoing engagement has already significantly commenced – demonstrating a strong intent by ASA and ANI to ensure quality engagement with community and stakeholders.	fact sheets to the local community and holding local drop in information sessions.	
	Barriers to participation • The demographic profile of the community means that some parts of the community may have barriers that may limit their participation in communications and engagement – this may include literacy, social disadvantage or intersectionality of a range of disadvantage.	**Negative response** that some parts of the community have greater challenges or concerns to their daily lives that means that engaging with this project would not be a priority. **Positive response** that efforts are already being made to ensure information is easy to access and understand.	• Consideration will be provided to the literacy needs of the local community given some higher rates of socioeconomic disadvantage, language diversity and higher rates of First Nations people (with an average of 40% of First Nations people having low literacy levels). • This will include a focus on providing information in a range of formats and ways to access (eg in person, letterbox dropped and online), and that it is written in easily understood plain English.	Low residual impact

8. Conclusion

The proposed development will have a range of impacts (both positive and negative) on the local community. This SIA has identified the community and locality context and characteristics, and then worked through a systematic identification of impact causing activities and mitigation measures.

It is not unsurprising that a project of this scope, complexity and international significance will deliver a series of activities that will have a broad range of multifaceted impacts. Much has already been considered or is in place to mitigate, manage, remove or reduce the likely impact of these activities. Even with these management measures in place, several activities will still have residual impacts. It is important to note that many of these will be perceptual impacts, with residual ongoing community concerns despite mitigatory measures being in place.

Table 32 - Summary of residual impacts

Residual impact level	Number of activities with this level of residual impact	Activity likely to cause impact
High residual impact	0	Nil
Medium residual impact	11	**DIRECT IMPACTS** New and changed land uses with increased activity • Traffic and congestion (operation) **INDIRECT IMPACTS** New and changed land uses with increased activity • Changes to local property market • Traffic and congestion • Opposition to defence activity Introduction of new/larger restricted access/security zones • Changes to access New and large workforce • Demand for skills and training

Residual impact level	Number of activities with this level of residual impact	Activity likely to cause impact
		• Additional workforce required • Availability of workforce • Employment for disengaged groups in the community • Impact on hard and soft infrastructure Increased economic activity • Impact on other development
Low residual impact	22	**DIRECT IMPACTS** New and changed building(s) and built form • Visual impact New and changed land uses with increased activity • Scale of land use • Noise (operation) • Direct clearance of vegetation and removal of fauna • Air quality (operation) Construction • Noise and vibration (construction) • Impact on European heritage site(s) Increased roof/hard surfaces • Potential flood risk New lighting • Light spill and light impact Removal of trees / native vegetation • Environmental impacts Use of hazardous materials on site

Residual impact level	Number of activities with this level of residual impact	Activity likely to cause impact
		• Risk to people and property • Environmental impact Use of nuclear materials on site • Transparency of information Increased energy/resource use • Energy use • Embodied energy • Waste generation
		INDIRECT IMPACTS New and changed land uses with increased activity • Flora and fauna impact Bringing in equipment and materials from interstate/overseas • Biosecurity risk or incident Assessment and approvals process • Transparency of information provided • Complexity of approvals Communications and engagement • Genuine, regular and transparent engagement • Barriers to participation
No residual impact	5	**DIRECT IMPACTS** Construction • Impact on Aboriginal heritage site(s), remains or artefacts

Residual impact level	Number of activities with this level of residual impact	Activity likely to cause impact
		Use of nuclear materials on site • Risk to people and property • Environmental impact • Increased risk profile Increased roof/hard surfaces • Stormwater run-off
		INDIRECT IMPACTS New and changed land uses with increased activity • Increased demand on infrastructure/utilities
Net positive impact	3	**DIRECT IMPACTS** Nil
		INDIRECT IMPACTS Increased economic activity • Changing community composition • Economic activity • Impact on supply chain and local businesses

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Appendix A

Project specific engagement requirements – SC2 Community Wellbeing and Social Impact Assessment

Table 32 Project specific assessment requirements and relevant report sections

SP2 Project Specific Assessment Requirement – Method of investigations		Relevant sections of this report
Provide a social impact assessment (SIA) of the development which addresses:	- the existing social environment of communities potentially impacted by the project	3.1 – Historical cultural context 4 – Social infrastructure and housing
	- the potential social impacts (both positive and negative) of the project, and how they will be managed and monitored	7.2 – Direct impacts assessment 7.3 – Indirect impacts assessment
	- a profile of the local and regional labour market, including likely availability of personnel with skills relevant to the project	5.2.2 – Local and regional labour market 6.1 – Population 6.6 Employment 6.7 – Education
	- details of other resource, infrastructure and major projects in the area (planned and currently operating).	5.3.1 – Development projects and applications 5.3.2 – Major projects an activities 5.3.3 – Infrastructure projects and activities
The SIA should include social baseline information which includes but is not limited to:	- a demographic profile of potentially affected communities	6 – Social profiling
	- an analysis of community characteristics (e.g. community history and culture, land / property ownership)	3 – Community and locality context 4 – Social infrastructure and housing
	- an overview of land use, key industries in the region, and relevant local and state government plans	3.2.1 – Location and general overview 3.2.3 – Land uses 5.4 – Relevant Government Plans

SP2 Project Specific Assessment Requirement – Method of investigations		Relevant sections of this report
	- an overview of the capacity and accessibility of infrastructure, facilities and services, including education, health and emergency services	4.1 – Social services and infrastructure
	- an analysis of the existing housing and accommodation market, including availability, capacity and affordability	4.2 – Housing and accommodation market
Key matters to be addressed by the SIA (for both construction and operation) are:	**<u>Workforce Management</u> incorporating (where relevant)**	
	- a summary workforce profile.	5.2.2 – Local and regional labour market
	- an analysis of the local and metropolitan labour market, and an assessment of potential social impacts, including employment opportunities, training and development opportunities	5.2.2 – Local and regional labour market 7.2 – Direct impacts assessment 7.3 – Indirect impacts assessment
	- an assessment of opportunities for local workers to commute to and from work, including the use of public transport and active travel modes.	5.2.1 – Getting to and from work 7.2 – Direct impacts assessment 7.3 – Indirect impacts assessment
	- workforce management measures which [*may*] include: o measures to enhance potential employment opportunities for local communities, and to mitigate potential negative social impacts. o provisions to prioritise recruitment of workers from local communities o proposed training and development initiatives to improve local and regional skills and capacity including, where relevant, initiatives for	7.2 – Direct impacts assessment 7.3 – Indirect impacts assessment

SP2 Project Specific Assessment Requirement – Method of investigations		Relevant sections of this report
	traditionally under-represented groups.	
	<u>Housing and Accommodation</u> incorporating (where relevant):	
	- clarification of any temporary workforce accommodation provision (i.e. location, quantity, type etc)	7.2 – Direct impacts assessment 7.3 – Indirect impacts assessment
	- analysis of potential social impacts from additional housing demand for the temporary and permanent workforce, including: o potential impacts to availability and affordability of housing (open market and rental) and other forms of accommodation o consequences of project induced housing market changes for local residents o potential opportunities for local accommodation providers	7.2 – Direct impacts assessment 7.3 – Indirect impacts assessment
	- workforce housing and accommodation management measures which [*may*] include: o measures to enhance potential benefits for project workers and the community, and to mitigate potential negative social impacts o policies regarding housing and accommodation support to be provided to project workers and their families who wish to live locally.	7.2 – Direct impacts assessment 7.3 – Indirect impacts assessment
	<u>Health and Community Well-being</u> incorporating (where relevant):	
	- an analysis of the availability, accessibility and capacity of, and an assessment of potential project impacts on, existing social services, facilities and infrastructure	7.2 – Direct impacts assessment

SP2 Project Specific Assessment Requirement – Method of investigations		Relevant sections of this report
	such as healthcare and emergency response, transport and utilities, education and childcare, and community support services	7.3 – Indirect impacts assessment
	- an analysis of the health and well-being of potentially impacted communities (in particular relevant disadvantaged groups e.g. Aboriginal people, disability, elderly), and an assessment of potential social impacts, including: o community health, safety and security o livelihoods, economic well-being and access to resources o community lifestyles and cultural practices, amenity value, social character, and community cohesion o potential temporary or permanent effects on community recreational facilities, affecting the use of open space and the enjoyment of passive and active recreational opportunities.	7.2 – Direct impacts assessment 7.3 – Indirect impacts assessment
	- health and community wellbeing management measures which [*may*] include: o measures to ensure that the level of service provided to the local community by existing social services, facilities and infrastructure is not reduced o measures to mitigate potential health and well-being impacts on local communities, and enhance potential benefits o the level of on-site health services to be provided for workers o details of any workforce code of conduct to govern worker	7.2 – Direct impacts assessment 7.3 – Indirect impacts assessment

SP2 Project Specific Assessment Requirement – Method of investigations		Relevant sections of this report
	interactions with local communities o emergency response arrangements and management measures agreed with emergency service providers, for incidents both on and off the project site o details of any community development programs to be implemented, and the outcomes to be achieved.	

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