

Environmental Impact Statement

Frequently Asked Questions



Issues important to the community

The Lefevre Peninsula is bound by Gulf St Vincent to the west and the Port River to the north and east. The Environmental Impact Statement for the Submarine Construction Yard considers the following sensitivities of the area:



Landscape - Historically, the Lefevre Peninsula comprised swamps, mangroves and sandy ridges. Whilst much of the land on the Peninsula has been modified and reclaimed through landfill, Mutton Cove is the last remaining area of remnant mangroves and samphire on the Peninsula.



Traditional ownership - Although the site is now highly modified reclaimed land, the Lefevre Peninsula is part of the traditional lands of the Kaurna people and closely tied to the Tjilbruke dreaming, a creation story that provides a set of rules to live with each other and the land.



Soils - Contamination of soils in the region is common due to a history of dredge spoil disposal or storage, fill or soil importation, wetlands or detention basins, and industrial burial. Soil subsidence has also been identified as a potential issue in the area.



Heritage - There are two State Heritage Places and three Local Heritage Places located in the area but are well beyond the site.



Water - Surface water on the Lefevre Peninsula is limited to stormwater basins that drain into the Port River at three main locations. Groundwater in the locality is known to be impacted by a number of contaminants.



Community - The broader Lefevre Peninsula precinct is a well-established residential area which is serviced by a range of community facilities.



Noise - The area is dominated by industrial and traffic noise, and background noise along the Port River from shipping movements and power stations.



Light - Power stations, container storage facilities and carparks contribute to artificial lighting on the Peninsula, however the site is currently vacant industrial land with no artificial lighting.



Flora and Fauna - There are several high ecological value sites in the region, which contain intact remnant vegetation or rehabilitation sites that support flora and fauna including some threatened and protected species.



Public Transport - There is one public railway line between Adelaide and Outer Harbour, two public bus services between Port Adelaide and ASC or North Haven, and no public river transport to the site.



Marine Life - The Port River and surrounding Barker Inlet is part of the Adelaide Dolphin Sanctuary which was established to support approximately 30 resident Indo-Pacific bottlenose dolphins (*Tursiops truncatus*) and a further 400 transient dolphins which visit at different times of the year.



Economics - The Lefevre Peninsula is an industrial and trade hub in the areas of manufacturing, services, retail, transport and logistics.

How will impacts to the Adelaide Dolphin Sanctuary be minimised?

The Port River and surrounding marine area includes the Adelaide Dolphin Sanctuary which is protected under the Adelaide Dolphin Sanctuary Act 2005 and managed by the Adelaide Dolphin Sanctuary Draft Management Plan 2024. 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.

Specific consideration has been given to the Adelaide Dolphin Sanctuary and protection of the Indo-Pacific bottlenose dolphins (*Turisops aduncus*) in the Environmental Impact Statement.

The area impacted by the development is extremely small in the context of the entire Adelaide Dolphin Sanctuary. This area is approximately 11,800ha in total, representing just 0.1% of the total area of the Sanctuary. It is also a highly modified habitat in that it is used as South Australia's main shipping port and is exposed to human impacts, marine traffic, noise, light spill and stormwater pollution on a daily basis.

Impacts to the local population of Indo-Pacific bottlenose dolphins and other dolphins from construction activities will be a combination of direct (habitat removal) and indirect effects (turbidity, sedimentation, noise, vibration, water quality). Impacts from operation of the site will be more limited, including a combination of direct (lighting) and indirect (noise, water quality) from site maintenance and management operations.

Impacts will be managed through a range of mitigation measures including a Marine and Coastal Environmental Management Plan, a Storm Water Management Plan, a Biosecurity Management Plan and a Dredge Management Plan.

As such, there are no significant effects on the Adelaide Dolphin Sanctuary. Potential impacts can be mitigated and controlled through the adoption of standard construction and operation mitigation measures.



Figure 1: Adelaide Dolphin Sanctuary

How will Protected Areas be managed?

There are a number of protected areas and important areas of open space in or near the development site, including.

- › Torrens Island Conservation Park – lies across the Port River from the development site and is protected under the NPW Act and ADS Act.
- › Barker Inlet - St Kilda Wetland – lies within the marine based portion of the development site and is protected under Ramsar Convention and EPBC Act.
- › Mutton Cove Conservation Reserve – lies adjacent the development site and is protected under Crown Land Management Act and ADS Act.
- › Adelaide International Bird Sanctuary National Park – Winaityinaityi Pangkara.
- › Biodiversity Park, Falie Reserve and Kardi Yarta.
- › Port Gawler and Buckland Park Lake.

Potential effects on protected areas and open spaces include the impacts of vegetation clearance, noise, light, air quality, contamination events, stormwater runoff, vehicle movements, excavation, restricted access, litter, and increased human activity.

All impacts will be managed through a range of mitigation measures including a Terrestrial Flora and Fauna Management Plan, a Storm Water Management Plan, a Biosecurity Management Plan and a Dredge Management Plan.

Will public access to Mutton Cove change?

Changes to publicly accessible areas, including Mutton Cove, Falie Reserve and the Snapper Point carpark, should be anticipated with the development of the Submarine Construction Yard.

Opportunities for public access to these areas will be confirmed once the site is fully operational. Public access will be subject to site security and license requirements under the Australian Radiation Protection and Nuclear Safety Act 1998 and the Australian Naval Nuclear Power Safety Act 2024 as well as general public safety requirements.



Figure 2: Aerial of Lefevre Peninsula

How will the Nuclear-Powered Propulsion System be managed?

The nuclear-powered propulsion systems for the submarines will be delivered to the development site as a fully manufactured and sealed package that is dry and inert.

At the development site the system will be stored inside a purposely constructed, safe and secure area until the submarine is ready to have the propulsion system installed in its hull.

It is anticipated the submarine construction, test and commissioning activities planned for Osborne will generate small amounts of low and very low-level radioactive waste. This will comprise waste like personal protective equipment, such as gloves, and materials including wipes, rags and plastic bags, which is similar to the waste generated by hospitals and research facilities around Australia. This low-level radioactive waste will need to be managed and temporarily stored in a licenced facility at the Osborne Submarine Construction Yard, in accordance with regulatory requirements

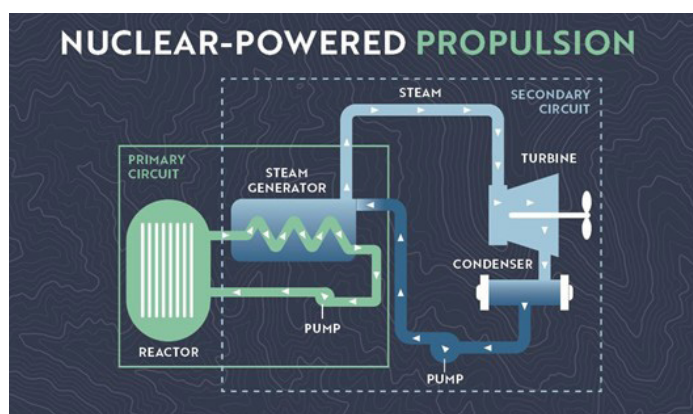


Figure 3: Diagram of nuclear-powered propulsion system

How will increased traffic be managed?

The Environmental Impact Statement identifies that during operation of the Submarine Construction Yard, traffic generated by the development workforce in combination with other planned growth on the Lefevre Peninsula, has the potential to increase and exceed the capacity of certain existing roads in the area and also increase road traffic noise if appropriate management strategies are not adopted. Traffic impacts generated by operations will not be felt for some time and therefore there are significant opportunities to plan for this change.

The Environmental Impact Statement recommends the traffic and transport options be progressed in partnership with government agencies and organisations to increase capacity to cater for this additional demand.

The SA Government has committed to the preparation of the Lefevre Peninsula Master Plan, which will ensure opportunities arising from the project can be maximised, including opportunities for improved public infrastructure.

In addition, to support the development of this region, the Department for Infrastructure and Transport (the Department) is already upgrading transport infrastructure in the area with a \$100 million commitment to road and rail infrastructure improvements jointly funded by the South Australian and Australian governments (50:50).

Visit: www.dit.sa.gov.au/infrastructure/road_projects/LefevreUpgradeProject

Will there be any impact on local heritage sites or shipwrecks?

The Environmental Impact Statement assessment determined that there are no state heritage places, state heritage areas, local heritage places, historic areas or known sites of historical archaeology located within the development site.

There are two state heritage places and three local heritage places in the vicinity of the development site. The closest of these is the Former Glen Arif House on Victoria Road which is 660m from south-west of the site. Due to the distance of these places from the site, there are no impacts likely to occur to these state and local heritage places because of the development.

There are five shipwrecks (the Corsair, Sigrid, Wildflower, Enchantress and Napperby) mapped within the marine-based portion of the subject site and two shipwrecks (Excelsior and Jupiter) located adjacent the development site on land in Mutton Cove as shown in the Figure below.

Six of these shipwrecks are unlikely to be affected by the development. The Excelsior is a historic shipwreck (over 75 years old) and is protected under the Historic Shipwrecks Act 1981. Potential impacts to the Excelsior are limited to vibratory impacts from construction activities for the development.

A Construction Vibration Management Plan will be developed and incorporated into the Construction Environmental Management Plan for the development.



Figure 4: Excelsior shipwreck