Osborne North Car Park and Grade Separated Road

Application Number: **01936** Commencement Date: **20/07/2023** Status: **Locked**

1. About the project

1.1 Project details

1.1.1 Project title *

Osborne North Car Park and Grade Separated Road

1.1.2 Project industry type *

Commonwealth Development

1.1.3 Project industry sub-type

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1.1.4 Estimated start date *

01/12/2023

1.1.4 Estimated end date *

01/12/2028

1.2 Proposed Action details

1.2.1 Provide an overview of the proposed action, including all proposed activities. *

Overview

The Osborne Naval Shipyard area extends across over 175 ha on the Lefevre Peninsula, approximately 19 km north of Adelaide in South Australia. Within this area the Australian Government has progressed a national naval shipbuilding enterprise following the Naval Shipbuilding Plan, released in 2017 (Defence 2017), and the subsequent 2020 Force Structure Plan (Department of Defence 2020). The National Naval Shipbuilding Enterprise will create and sustain a sovereign shipbuilding industry in Australia.

Following on from the establishment of Osborne Naval Shipyard, the Defence Strategic Review (DSR), released in early 2023, was commissioned by the Australian Government to assess whether Australia had the necessary defence capability, posture and preparedness to best defend Australia and its interests in the current strategic environment (Commonwealth of Australia 2023). The DSR indicates that substantial investment at the Osborne shipyard is needed, including future development of a bespoke construction yard for the future submarine program within Osborne North (Department of Defence 2023a). This future facility would support the Australia – United Kingdom – United States (AUKUS) trilateral security partnership agreed in 2021 (Commonwealth of Australia 2023).

The existing Osborne Naval Shipyard facilities are owned and managed by Australian Naval Infrastructure (ANI). The facilities have been integral to the naval shipbuilding enterprise, with major naval surface combatants including the Hobart Class Air Warfare Destroyers, Offshore Patrol Vessels, Hunter Class Frigates and Collins Class Submarines built and maintained at the facility since around 2005. Common use infrastructure includes a wharf, dry berths, a shiplift and supporting facilities (ANI 2023). There are a number of tenanted businesses within the shipyard.

Summary of the proposed action

The action proposed is the construction and operation of a car parking facility, a pedestrian bridge and a link road, within the existing Osborne Naval Shipyard area for the purpose of improved commuter access to support the sustainment of the existing Osborne Naval Shipyard area, as well as facilitate future construction and operations.

Relevant area descriptors are:

- **Project area -** approximately 22.5 ha, located between Pelican Point Road and Mersey Road North, intersecting Falie Reserve. This area encompasses all infrastructure and construction areas.
- **Disturbance footprint -** the same as the Project area (i.e. 22.5 ha).
- **Avoidance area -** not proposed.
- **Retention area -** not proposed.

The Project area and disturbance footprint are shown on **Attachment 1 Environment and Heritage Report, Figure 1.2 Project area page 4**.

The Project area and other areas within the Osborne Naval Shipyard area have been progressively cleared and filled. Construction of stormwater management infrastructure commenced in around 2011. Outside of the stormwater infrastructure it has been largely levelled, with some areas planted and maintained (Falie Reserve), while the western portion near Pelican Point Road has been used as a construction laydown area for other construction projects within the Osborne Naval Shipyard area.

Proposed activities

The proposed activities include the construction, operation and maintenance of:

- A car parking facility, 'Osborne North car park', which may include structures and uses ancillary to the future development (i.e. amenities, security point / controlled access).
- A pedestrian bridge over the rail corridor.
- A link road that extends between Pelican Point Road and Mersey Road North that crosses the rail corridor.

Project description

Osborne North car park

The car park is to be developed to provide parking facilities to meet the current and projected demand for parking and worker access at the existing Osborne Naval Shipyard as well as for construction, and operation of future planned facilities. The car park would be initially used by the existing workforce and personnel associated with construction of the Project, and once operational would continue to be utilised by the working population of the Osborne Naval Shipyard area.

The Osborne North carpark will be located immediately north of the existing Osborne South car park, east of Pelican Point Road north of Kardi Yarta Playground and includes:

- Car park surface treatment likely asphalt or similar pavement with approximate 0.3% grade from west to east for drainage.
- Concrete footpath and slabs.
- Vegetated drainage swales, scour protection, that connect to existing stormwater infrastructure.
- Landscaping treatments.
- Security facilities, including:
    - Boom gate.
    - Proximity card readers.
    - CCTV system.
    - Perimeter fencing to security requirements.
    - Allowance for working accommodation and associated facilities associated with security and access.
    - Security entrance gate.
- Lighting.
- Services and utility adjustments.
    - Electrical works to connect the site to the distribution network.
    - Drainage works to connect the works to the existing stormwater network, including the creation of kerb and channel.
- Line marking (road and car spaces).
- Internal and external signage.

Pedestrian bridge

A pedestrian bridge would be constructed to provide access from Osborne North car park to future ship building facilities will be located on the eastern side of the Osborne North car park and will be constructed across the rail corridor. The pedestrian bridge would include:

- Bridge span approximately 35 m across the rail corridor.
- A piled bridge structure with stair access to bridge deck with roof shelter over.
- Designed to meet Australian Rail Track Corporation (ARTC) requirements and relevant Australian standards.
- Stormwater to be connected to the existing stormwater system.
- Security facilities, including:
    - CCTV system.
    - Perimeter fencing to security requirements.
- Lighting.

Link road

The existing access by road to the northern portion of the Osborne Naval Shipyard area is via Pelican Point Road. This extends almost to the northern tip of the peninsula and reaches the shipyard facilities in the east along Mersey Road North. This 2.7 km route is considerably longer than the 660 m link road.

The link road would include:

- Approximately 660 m length of multi lane grade-separated road designed to Australian Standards, South Australian Department of Infrastructure and Transport and Australian Rail Track Corporation standards.
- New intersections at Pelican Point Road and Mersey Road North.
- Piles for bridge foundations.
- Drainage / stormwater management infrastructure to tie-in to existing stormwater infrastructure, including box culverts over existing stormwater management ponds.
- Lighting and security.
- Line marking.
- Landscaping.
- Associated minor works.

The Pelican Point Road access crosses the rail corridor that extends to the Outer Harbor. The new link road would alleviate congestion at the level crossing, which is closed for extended periods for trains passing due to short siding lengths that require coupling and uncoupling of freight sections. It would also provide a direct link to shipyard facilities and a direct emergency egress point.

Project activities

Construction

The expected phases and activities associated with construction of the Project include:

- Site establishment / mobilisation:
  - Conduct construction environmental management plan inductions.
  - Establish compound within disturbance footprint or using existing Osborne Naval Shipyard area facilities as agreed.
  - Site survey and set out.
  - Installation of temporary construction signage and site fencing.
  - Establishment of temporary sediment controls as per sediment and erosion control plan (to be developed).
  - Clearing and grubbing within the disturbance footprint.
  - Bulk earthworks, including monitoring as required for deeper excavations for footings and trenching of services.
  - Services relocation or installation as required.
- Infrastructure development:
  - Materials acceptance and storage within laydown areas within disturbance footprint or in existing disturbed areas within the Osborne Naval Shipyard area facilities as agreed.
  - Establishment of formwork and structures.
  - Construction of infrastructure to design drawings.
  - Management of materials and waste at designated locations within the disturbance footprint or within the Osborne Naval Shipyard area facilities as agreed.
- Landscaping:
  - Landscaping including surface treatments and planting.
- Clean up / demobilisation:
  - Removal of environmental controls and signage.
  - Removal of stockpiles and excess materials.
  - Make good of areas within the disturbance footprint.

Operation and maintenance

The infrastructure will be managed as part of the Osborne Naval Shipyard area. Indicative activities include:

- Osborne North car park:
  - Temporary use as laydown area including the placement of soil or other materials related to development within the Osborne Naval Shipyard area.
  - Vehicle, plant and equipment parking.
  - Boom gate secure access to car park.
  - Maintenance of landscaping.
  - Drainage infrastructure maintenance.
- Pedestrian bridge:
  - Pedestrian access to future shipyard facilities once operational.
  - Inspection and maintenance of pedestrian bridge.
- Link road:
  - Construction access during the construction period for the shipyard.
  - Secure access following commissioning.
  - To be inspected and maintained in accordance with design requirements.
  - Drainage infrastructure maintenance.

Direct and indirect impacts

Project activities that may have a direct or indirect impact on environmental values include:

- Construction, including:
  - Plant, equipment and material movements
  - Bulk earthworks
  - Infrastructure establishment
  - Demobilisation.
- Operation of the car park, pedestrian bridge, and link road, including:
  - Increased traffic.
  - Increased noise, vibration and light levels.
- Ongoing activities within the car park, pedestrian bridge, and link road, including:
  - Management of weed and pest species.
  - Maintenance of infrastructure.
  - Maintenance of landscaping.
  - Drainage infrastructure maintenance.

Further information on the proposed action can be found in **Attachment 1 Environment and Heritage Report, Section 2, pages 7 to 14.**

1.2.2 Is the project action part of a staged development or related to other actions or proposals in the region?

Yes

1.2.3 Is the proposed action the first stage of a staged development (or a larger project)?

Yes

1.2.5 Provide information about the staged development (or relevant larger project).

The proposed action is part of a larger project to construct and operate a submarine construction yard at Osborne.

The Osborne North car park and link road would be used by the construction workforce for the future submarine program submarine construction yard and subsequently, the workforce that will build the future submarines.

The submarine construction yard will be sited in the region to the east of the rail corridor, including the partially developed area to the east of the car park, and south of Falie Reserve, as well as the land to the north of Falie Reserve that is east of the rail loop, and to the west and north of Mutton Cove Conservation Reserve extending to the Port Adelaide River.

Although subject to design, the submarine construction yard would include:

- Fabrication workshops.
- Abrasive blasting and painting.
- Outfitting and assembly.
- Pipe manufacturing.
- Warehousing.
- Final integration and commissioning.
- Launch facility and wet basin.
- Industrial services.
- Sleeping quarters and amenities.
- Office accommodation.
- Car parking.

Some existing facilities in the southern portion of the submarine construction yard would be repurposed. Dredging would be required to create adequate under keel depth for a swing basin, although the need for dredging outside of this would be subject to depths of other maintenance dredging campaigns along the Port Adelaide River.

As part of enabling works to allow vacant land on the Lefevre Peninsula to be functional for industrial purposes (including for its planned use as a submarine construction yard), it will be necessary to relocate existing services from within the footprints. These services include:

- High pressure, subsurface gas pipelines.
- High voltage overhead power lines.

In order to transparently address environmental obligations under the *Environment Protection and Biodiversity Act 1999,* the planned approach for staging and *Environment Protection and Biodiversity Act 1999* consideration for the project is anticipated to be as follows:

- Stage one referral (this referral) - Osborne North car park and grade separated road.
- Stage two referral likely to comprise services relocations and potentially other enabling activities.
- Stage three - strategic assessment under Part 10 of the *Environment Protection and Biodiversity Act 1999* for activities associated with the construction and operation of the submarine construction yard.

This approach has been discussed as a preferred approach between Department of Climate Change, Environment, Energy and Water Officers and the Proposed Designated Proponent, due to the long lead times and complexities associated with the larger project.

The two actions to be referred in stages would be able to be used independently of the larger future action because:

- The car park and link road would be able to be used to service the existing ship building facilities within the Osborne North area.
- Relocation of services to outside of the industrial allotments would enable them to be utilised for another purpose, not just for a future submarine construction yard (i.e., the relocation would make that land able to be functional for other purposes if the larger action did not proceed).

1.2.6 What Commonwealth or state legislation, planning frameworks or policy documents are relevant to the proposed action, and how are they relevant? *

Information regarding legislative framework relevant to the proposed action can be found in **Attachment 1 Environment and Heritage Report, Section 4, pages 30 to 34**.

Commonwealth legislation

Environment Protection and Biodiversity Conservation Act 1999

Under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act), any action that would have, or would be likely to have a significant impact to a matter of environmental significance or, in the case of Commonwealth land or an action undertaken by a Commonwealth agency, the environment generally must be referred to the Department of Climate Change, Energy, the Environment and Water to assess whether a formal assessment and approval under the EPBC Act would be required.

As there are matters of national environmental significance relevant to the Project area, and the proposed action is to be undertaken by a Commonwealth agency, the potential impact of the proposed action on the environment must be considered with regard to:

- *Significant impact guidelines 1.1: Matters of National Environmental Significance* (Commonwealth of Australia, 2013a)
- *Significant impact guidelines 1.2: Actions on, or impacting upon, Commonwealth land and actions by Commonwealth agencies* (Commonwealth of Australia, 2013b)

This referral considers the proposed action in relation to:

- The nine matters of national environmental significance:
  - World heritage properties.
  - National heritage properties.
  - Wetlands of international importance.
  - Threatened species and ecological communities.
  - Migratory species.
  - Commonwealth marine areas.
  - Great Barrier Reef Marine Park.
  - Nuclear actions (including uranium mines).
  - Water resources, in relation to coal seam gas and coal mining development.
- Whole of the environment matters, including:
  - Landscapes and soils.
  - Coastal landscapes and processes.
  - Ocean forms, ocean processes and ocean life.
  - Water resources.
  - Pollutants, chemicals and toxic substances.
  - Plants.
  - Animals.
  - People and communities.
  - Heritage (including Aboriginal heritage, historic heritage and natural heritage).

This referral reviews the above matters and includes a summary of the assessments of significance. The full assessments are included in **Attachment 1 Environment and Heritage Report, Sections 7 & 8, pages 45 to 75**.

Aboriginal and Torres Strait Islander Heritage Protection Act 1984

The *Aboriginal and Torres Strait Islander Heritage Protection Act 1984* provides for the preservation and protection of places, areas and objects of particular significance to Indigenous Australians.

Site investigations for Aboriginal cultural heritage have been undertaken in the Project area in collaboration with Kaurna Traditional Owner representatives.

State legislation

Aboriginal Heritage Act 1988

Aboriginal heritage in South Australia is managed under the *Aboriginal Heritage Act 1988* and is administered by the Aboriginal Affairs and Reconciliation Division of the Department of Premier and Cabinet. All Aboriginal sites, objects and / or remains, whether previously recorded or not, are provided with statutory protection under the *Aboriginal Heritage Act 1988*. Under Section 23 of the *Aboriginal Heritage*

Act 1988, it is an offence to damage, disturb or interfere with Aboriginal sites, objects or remains unless written authorisation from the Minister for Aboriginal Affairs and Reconciliation has been obtained.

There are no known Aboriginal archaeological sites, objects or remains documented from within the Project area. No prior authorisation would be required under the *Aboriginal Heritage Act 1988*. If an Aboriginal site is discovered during ground disturbing works, authorisation would be required before continuing with the works.

Environment Protection Act 1993

The *Environment Protection Act 1993* (EP Act) provides the protection of the environment, including land, air and water. The EP Act includes subordinate legislation including the Environment Protection Regulations 2009, and environment protection policies for specific areas, such as waste, water, air and noise. A licence may be required under the EP Act for activities during construction works, such as the storage of chemicals associated with construction. Under the South Australian *Environment Protection Act 1993*, Part 4, all persons have a 'General Environmental Duty' to not undertake an activity that pollutes or might pollute the environment.

National Parks and Wildlife Act 1972

The *National Parks and Wildlife Act 1972* (NP&W Act) provides formal legal recognition for threatened flora and fauna species in South Australia. Species are listed in the NP&W Act as endangered, vulnerable or rare.

There is potential for threatened fauna species protected under the NP&W Act to occur within the Project area, and some are known to occur in the region surrounding the proposed action.

Native Vegetation Act 1991

The *Native Vegetation Act 1991*(NV Act) and the Native Vegetation Regulations 2017 (NV Regulations) are the key pieces of legislation related to managing native vegetation on private and public land in South Australia. They promote the conservation, management and regeneration of native vegetation and also seek to ensure personal and public safety. The NV Act sets out the process for applying to clear native vegetation, and the NV Regulations outline clearance activities exempt from the NV Act.

No mapped native vegetation is present within the Project area.

Planning Development and Infrastructure Act 2016

The *Planning Development and Infrastructure Act 2016* (PDI Act) is supported by a suite of subordinate regulations, as well as practice directions and guidelines which are issued by the State Planning Commission. The Planning Development and Infrastructure (General) Regulations 2017 (PDI Regulations) support the PDI Act by prescribing detailed processes, procedures and guidelines for planning, building and land division assessment.

The Planning and Design Code includes the desired and performance outcomes for land use and development on State land where specific zones, sub-zones, and overlays apply. This legislation is relevant to the Project, as part of the Project area is located on State land subject to the requirements of the Planning and Design Code. Where development is proposed on State land, consent under the PDI Act would be required.

Development of the majority of the proposed car park and pedestrian bridge footprints are exempt from assessment in accordance with PDI Regulations, Schedule 4, section 21. Schedule 16 and Schedule 17 of the PDI Regulations indicate the areas designated as "car park".

Summary

In summary, the link road will require State approval processes, however the car park is exempt from State assessment.

To meet Commonwealth EPBC Act requirements this referral has been prepared to assess significant impacts to MNES and whole of environment matters in accordance with the significant impact guidelines 1.1 and 1.2, as the proposed action is being undertaken by a Commonwealth agency.

1.2.7 Describe any public consultation that has been, is being or will be undertaken regarding the project area, including with Indigenous stakeholders. Attach any completed consultation documentations, if relevant. *

The Australian Naval Infrastructure (ANI) website (ANI, 2023a) provides public information about the future development of the Osborne Naval Shipyard. The South Australian Government has established a cross-agency coordination group to ensure that government stakeholders are coordinated and can input into the project as it evolves.

ANI has regular communication with the City of Port Adelaide Enfield's Administration (the local Council) and key community interest groups for the affected area. ANI also regularly distributes a Newsletter to local residents and business to keep the community informed of key activities. This newsletter is also available on the ANI / Osborne Naval Shipyard website.

ANI's Community and Stakeholder Relations Manager meet regularly with key representatives of several local environmental and resident groups to keep them informed of current and future development activities planned for the shipyard. A meeting was held on Thursday, 3 August 2023 with these representatives and ANI's Chief Operating Officer provided an overview of proposed activities relating to the construction of the future submarine yard, including utility relocations, carpark, and bridge and road construction, as well as development activities likely to occur as the project progresses. This information has been relayed by these representatives to members of the Port Adelaide Residents and Environment Protection Group at a meeting held on Thursday, 14 September 2023.

Broad community consultation has not been undertaken on this specific proposal, however stakeholders are aware of the intention to submit a referral under this legislation. ANI has held several community drop-ins historically at the local Osborne Community Hall to allow community members to ask questions and gain information about development activities at the shipyard. Future community drop-ins will be undertaken for the development of the future submarine construction yard as the project progresses.

Site investigations to support the Heritage Impact Assessment was undertaken with representatives from the Kaurna Traditional Owners. Tangible and non-tangible cultural heritage of the Project area was discussed and documented. Mitigation measures were developed in consultation with Kaurna. This consultation is summarised in the Heritage Impact Assessment (**Attachment 3 Heritage Impact Assessment, Appendix A, pages 47 to 48**). *Note that Attachment 3 will not be made publicly available due to cultural sensitivity reasons.*

In addition to the above, ANI has developed a Reflect Reconciliation Action Plan (ANI, 2023b), and actively engages with a range of stakeholders on Aboriginal cultural values and implements culturally inclusive procurement practices.

1.3.1 Identity: Referring party

Privacy Notice:

Personal information means information or an opinion about an identified individual, or an individual who is reasonably identifiable.

By completing and submitting this form, you consent to the collection of all personal information contained in this form. If you are providing the personal information of other individuals in this form, please ensure you have their consent before doing so.

The Department of Climate Change, Energy, the Environment and Water (the department) collects your personal information (as defined by the Privacy Act 1988) through this platform for the purposes of enabling the department to consider your submission and contact you in relation to your submission. If you fail to provide some or all of the personal information requested on this platform (name and email address), the department will be unable to contact you to seek further information (if required) and subsequently may impact the consideration given to your submission.

Personal information may be disclosed to other Australian government agencies, persons or organisations where necessary for the above purposes, provided the disclosure is consistent with relevant laws, in particular the Privacy Act 1988 (Privacy Act). Your personal information will be used and stored in accordance with the Australian Privacy Principles.

See our Privacy Policy to learn more about accessing or correcting personal information or making a complaint. Alternatively, email us at privacy@awe.gov.au.

☑ **Confirm that you have read and understand this Privacy Notice ***

1.3.1.1 Is Referring party an organisation or business? *

Yes

Referring party organisation details

ABN/ACN	39008488373
Organisation name	GHD PTY LTD
Organisation address	2000 NSW

Referring party details

Name	Emma Cornelius
Job title	
Phone	+61 881116518
Email	emma.cornelius@ghd.com

Address	L4/211 Victoria Square, Adelaide, South Australia, 5000

1.3.2 Identity: Person proposing to take the action

1.3.2.1 Are the Person proposing to take the action details the same as the Referring party details? *

No

1.3.2.2 Is Person proposing to take the action an organisation or business? *

Yes

Person proposing to take the action organisation details

ABN/ACN	45051762639
Organisation name	AUSTRALIAN NAVAL INFRASTRUCTURE PTY LTD
Organisation address	61 Veitch Road, Osborne, SA 5017

Person proposing to take the action details

Name	John Mortimer
Job title	Director Major Projects
Phone	0419868880
Email	john.mortimer@ani.com.au
Address	61 Veitchs Road, Osborne, SA 5017

1.3.2.14 Are you proposing the action as part of a Joint Venture? *

No

1.3.2.15 Are you proposing the action as part of a Trust? *

No

1.3.2.17 Describe the Person proposing the action's history of responsible environmental management including details of any proceedings under a Commonwealth, State or Territory law for the protection of the environment or the conservation and sustainable use of natural resources against the Person proposing to take the action. *

ANI does not have any past or present proceedings under a Commonwealth, State or Territory law for the protection of the environment or the conservation and sustainable use of natural resources. No previous referrals have been undertaken under the *Environment Protection and Biodiversity Conservation Act 1999*.

In terms of environmental record, ANI is accredited to ISO 14001 – Environmental Management Systems and has implemented environmentally sustainable practices in the operation and maintenance of the common user facilities (CUF) including:

- Solar charging of mobile plant
- Installation of solar panels on buildings

- Use of environmentally friendly lubricants and hydraulic oils
- Filtered drainage systems for cleaner stormwater management, and
- Internal and external LED lighting.

In the expansion and modernisation of the Osborne Naval Shipyard, environmentally sustainable initiatives have been installed in the Osborne Naval Shipyard south shipyard and are being considered in the design of other shipyard projects. This includes initiatives that consider:

- Energy efficiency and renewable energy sources, including provisions for the installation of solar panels on buildings and in carparks, and the installation of clear cladding to allow natural light into main production buildings.
- Changerooms are modularised to allow for sections to be opened and closed, necessitating energy usage only in the areas needed to accommodate current personnel numbers.
- Rainwater harvesting as an alternative water source, including collection, storage, and reuse around the yard.
- Pollution prevention measures to minimise emissions and discharges of pollutants during construction and ultimately, operation.
- Increased sustainable plantings using flora indigenous to the area, ensuring plants can flourish in local conditions with minimal need for additional watering.
- Material reuse, which has included the relocation and reuse of bulk materials excavated from ONS construction sites as a base for proposed new carparks.

To inform best-practice management, ANI has engaged a range of technical specialists to undertake informative studies for the length of the Project.

1.3.2.18 If the person proposing to take the action is a corporation, provide details of the corporation's environmental policy and planning framework

ANI's Environmental Policy includes the following objectives:

- Promote a strong and consistent environmental protective culture across our organisation, including with our contractors, licensees and visitors.
- Through continual improvement develop systems and processes to protect the environment and minimise or, where possible, eliminate ANI's impact on the environment.
- Comply with, or exceed, the requirements of ANI's EPA licence and any other legislative requirements.
- Ensure appropriate resources are available, training undertaken and communication provided to protect the environment as far as reasonably practicable.

1.3.3 Identity: Proposed designated proponent

1.3.3.1 Are the Proposed designated proponent details the same as the Person proposing to take the action? *

No

1.3.3.2 Is Proposed designated proponent an organisation or business? *

Yes

Proposed designated proponent organisation details

ABN/ACN	67250046148
Organisation name	Australian Submarine Agency
Organisation address	Building 26 Brindabella Business Park, Pialligo, 2600, ACT

Proposed designated proponent details

Name	Daniel Hodgson
Job title	Director Shipyard Infrastructure
Phone	02 51087622
Email	asa.osborne.enquiries@defence.gov.au
Address	Building 26 Brindabella Business Park, Pialligo, 2600, ACT

1.3.4 Identity: Summary of allocation

Confirmed Referring party's identity

The Referring party is the person preparing the information in this referral.

ABN/ACN	39008488373
Organisation name	GHD PTY LTD
Organisation address	2000 NSW
Representative's name	Emma Cornelius
Representative's job title	
Phone	+61 881116518
Email	emma.cornelius@ghd.com
Address	L4/211 Victoria Square, Adelaide, South Australia, 5000

Confirmed Person proposing to take the action's identity

The Person proposing to take the action is the individual, business, government agency or trustee that will be responsible for the proposed action.

ABN/ACN	45051762639
Organisation name	AUSTRALIAN NAVAL INFRASTRUCTURE PTY LTD
Organisation address	61 Veitch Road, Osborne, SA 5017
Representative's name	John Mortimer
Representative's job title	Director Major Projects
Phone	0419868880
Email	john.mortimer@ani.com.au
Address	61 Veitchs Road, Osborne, SA 5017

Confirmed Proposed designated proponent's identity

The Person proposing to take the action is the individual or organisation proposed to be responsible for meeting the requirements of the EPBC Act during the assessment process, if the Minister decides that this project is a controlled action.

ABN/ACN	67250046148
Organisation name	Australian Submarine Agency
Organisation address	Building 26 Brindabella Business Park, Pialligo, 2600, ACT
Representative's name	Daniel Hodgson
Representative's job title	Director Shipyard Infrastructure
Phone	02 51087622
Email	asa.osborne.enquiries@defence.gov.au
Address	Building 26 Brindabella Business Park, Pialligo, 2600, ACT

1.4 Payment details: Payment exemption and fee waiver

1.4.1 Do you qualify for an exemption from fees under EPBC Regulation 5.23 (1) (a)? *

No

1.4.3 Have you applied for or been granted a waiver for full or partial fees under Regulation 5.21A? *

No

1.4.5 Are you going to apply for a waiver of full or partial fees under EPBC Regulation 5.21A?

No

1.4.7 Has the department issued you with a credit note? *

No

1.4.9 Would you like to add a purchase order number to your invoice? *

No

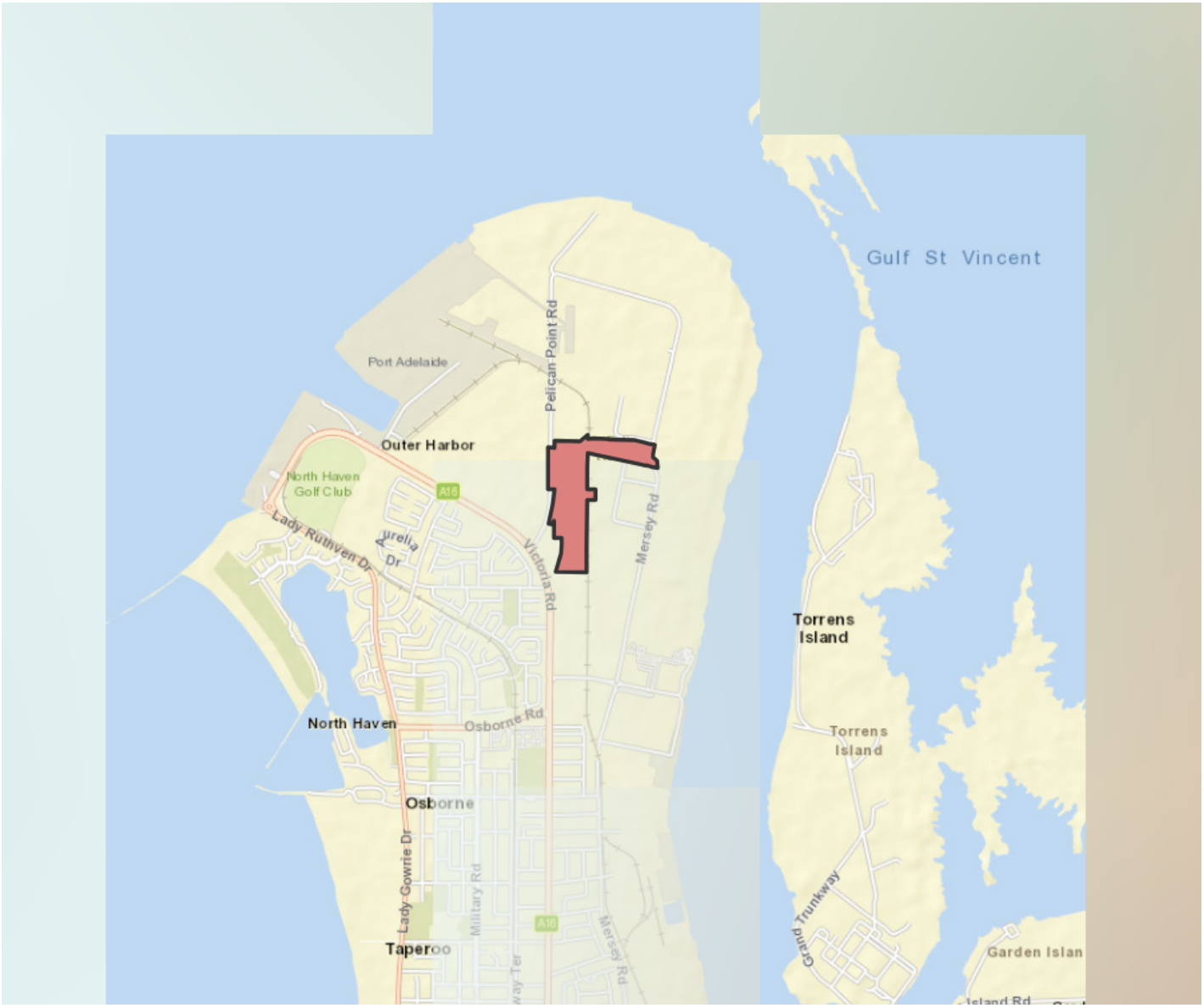
1.4 Payment details: Payment allocation

1.4.11 Who would you like to allocate as the entity responsible for payment? *

Proposed designated proponent

2. Location

2.1 Project footprint


Gulf St Vincent
Port Adelaide
Pelican Point Rd
Outer Harbor
North Haven Golf Club
A16
Lady Ruthven Dr
Victoria Rd
Mersey Rd
Torrens Island
North Haven
Osborne Rd
Osborne
Lady Gowrie Dr
Military Rd
Taperoo
Grand Trunkway
Garden Islan

2.2 Footprint details

2.2.1 What is the address of the proposed action? *

50-51 Pelican Point Road, Outer Harbor, SA 5018

2.2.2 Where is the primary jurisdiction of the proposed action? *

South Australia

2.2.3 Is there a secondary jurisdiction for this proposed action? *

No

2.2.5 What is the tenure of the action area relevant to the project area? *

The Project area is located within the following properties:

- Lot 110/118046.
- Lot 103/82690.
- Lot 777/87145 (Falie Reserve).
- Lot 801/76925 (Falie Reserve).
- Pelican Point Road - Crown land.
- Mersey Road North - Crown land.
- Australian Rail Track Corporation (ARTC) rail corridor (lot 7/74306).

Negotiations are underway with the South Australian Government regarding the nature of the land tenure. The land parcels are owned by Australian Naval Infrastructure, with the exception of Falie Reserve, which is owned by the City of Port Adelaide Enfield.

3. Existing environment

3.1 Physical description

3.1.1 Describe the current condition of the project area's environment.

Context

The Project is located on the Lefevre Peninsula. Located approximately 19 km north of Adelaide within the City of Port Adelaide Enfield local government area (LGA) with an area of approximately 22.5 ha.

The Project area is accessible via road from Pelican Point Road, a local road connecting the north of the Lefevre Peninsula from Victoria Road.

The Project area is bound by industrial land to the north and south, and the Mutton Cove Conservation Reserve and the Port Adelaide River to the east. The western boundary borders Kardi Yarta Playground and Pelican Point Road. Intersecting the Project area in a north-south direction is a railway line, and Falie Reserve is located north east of the Project area.

Current condition

The Project area is disturbed land that has been elevated as a result of filling of a former estuarine environment.

The Project area does not contain any natural vegetation as it was progressively cleared after 2011, when construction of stormwater management infrastructure commenced. It has subsequently been filled and levelled.

Landscaping / planting has occurred within Falie Reserve and along the embankments of stormwater basins. In other areas of the Project area, some vegetation has become established on filled areas. **Attachment 2 Biodiversity Values Report, Figure 3, page 13**, outlines the areas of planted vegetation, scattered native vegetation within the project area and locations where samphire species have become established.

The entire Project area has been previously cleared, and comprises planted, and established vegetation including weeds and introduced species. Historical aerial photos included in **Attachment 1 Environment and Heritage Assessment, Section 3.1 Plate 1, pp 16** show current and prior condition.

Refer to **Attachment 1 Environment and Heritage Report, Section 3.1, Pages 15 to 17** for additional detail.

Climate

The Lefevre Peninsula region has a climate typical of Adelaide's Mediterranean climate, which is characterised by warm, dry summers and mild winters (Government of South Australia, 2022).

The average rainfall in the region is 433 mm, mainly between May and September (Southfront, 2018).

In summer, wind in predominantly from the south and south west. In comparison, during winter months, winds range from the north east, north, north west, west and south west. On average over a year, the predominant wind direction for the Adelaide region is from the north and north east (BoM, 2023).

A review of the existing stormwater management system undertaken within **Attachment 4 Stormwater Infrastructure Review, Section 4.3, page 19** concluded that the current system is sufficient to accommodate the proposed action. The assessed model included allowance for increased capacity requirements due to climate change.

Topography

The Lefevre Peninsula is low-lying with elevations from 0.5 m Australia Height Datum (AHD) to 15 m AHD (Southfront, 2018). Historically, there were two distinct land features over the Lefevre Peninsula; the sand dunes to the west, and flat, open and low-lying land to the east. Due to the creation of Port Adelaide, excess spoil from dredging the harbour was used to reclaim low-lying swamp land in the east (including the Project area), which has raised the natural ground level in areas (McDougall & Vines, 2014). As a result, the upper layer of the Project area is likely to be comprised of fill material .

As the Project area has been built up over time, it is not subject to tidal influences.

Mutton Cove Conservation Reserve

Mutton Cove is a protected area of approximately 48 ha (hundred of Adelaide – Allotment 22 (Deposited Plan 76309) located on the Lefevre Peninsula immediately adjacent to the Project area. The reserve contains grey mangrove woodland and saltmarsh with two shipwrecks, *Jupiter* and *Excelsior* located within it (BirdsSA, 2022).

Falie Reserve

Falie Reserve is named after the historic Falie ketch – a sailboat that traded for many years as part of the SA ketch fleet (Renewal SA, 2022). Falie Reserve is located on Mersey Road North, opposite Mutton Cove Conservation Reserve. It is an informal recreation reserve with a grassy area, and facilities include walking paths, seating, and shelter. The Reserve also acts as a stormwater management system, and hosts replanting of local endemic species (Renewal SA, 2022).

Zoning and land use

The Project area is located on the Lefevre Peninsula within the City of Port Adelaide Enfield LGA. Land within the Project area is zoned as:

- Strategic employment: The Strategic Employment Zone seeks development that generates wealth and employment for the state. It calls for a range of industrial, logistical, warehousing, storage, research and training land uses with compatible business activities. Related to the setting and land use, development should be arranged to support the efficient movement of goods and materials in the vicinity of ports, enhance existing business clusters and maintain access to waterfront areas for uses that benefit direct water access such as ship building.
- Employment: The Employment Zone seeks a diverse range of low-impact industrial, commercial and business activities that complement the role of other zones accommodating significant industrial, shopping and business activities.
- Open space: The Open Space Zone seek to provide areas of natural and landscaped open space to provide for biodiversity, tree canopy cover, urban cooling and visual relief to the built environment for the health and enjoyment of the community.

A sub-zone for National Naval Shipbuilding is also mapped over a portion of the Project area. The National Naval Shipbuilding Sub Zone supports the development of shipbuilding, and the long-term growth of Defence related support industry uses generating wealth and employment for the state and nation. Development is protected against sea flood risk and sea level rise.

The Lefevre Peninsula (of which the Project area forms a part) comprises various land use and development including residential, industrial, and recreational and open space areas. Land uses immediately adjacent to the Project area include open space and industrial uses associated with Port and shipbuilding activities.

The proposed car park near Pelican Point Road has been used as a construction laydown area for other construction projects within the Osborne Naval Shipyard area, while Falie Reserve is a constructed stormwater basin that provides public open space.

Road access

The Project area is accessible via Pelican Point Road on the western boundary of the Project area. Pelican Point Road, joins Victoria Road to the south. Pelican Point Road provides existing access for Port operations, employees of ship building business and other industrial users within the Osborne Naval Shipyard area. Recreational members of the public use Pelican Point Road to access Kardi Yarta Park to the south west of the Project area, as well as Falie Reserve within the Project area and Snapper Point Lookout to the east of the Project.

The existing access by road to the northern portion of the Osborne Naval Shipyard area is via Pelican Point Road, as Mersey Road North is closed from just north of Veitch Road. The access extends around the peninsula and reaches the shipyard facilities in the east. This 2.7 km route is considerably longer than a direct access through a link road (approximately 660 m).

In addition to creating a direct link to the shipyard facilities, the current access also passes via a level crossing across the rail corridor that extends to the Outer Harbor. This level crossing can be closed for several minutes when trains are entering / exiting the Container facility, as short siding lengths require the coupling and uncoupling of sections of the freight. The link road would allow for direct access for materials and certain personnel to ship building facilities in Osborne North without delays caused by rail transport. This would result in reduced trip times as well as increase safety and productivity as a result of a reduction in the build-up of traffic at the level crossing. It would also provide a direct egress point in the event of an emergency.

Car parking

The proposed car park would provide worker parking facilities that would meet the current and projected demand for parking and worker access at the existing Osborne Naval Shipyard as well as for construction, and operation of future facilities planned for development.

The car park would be initially used by the existing workforce and personnel associated with construction of the Project. Once the facilities become operational, the infrastructure would continue to be utilised by the working population of the Osborne Naval Shipyard area.

Accessible parking bays are currently and would continue to be provided at workplaces within the Osborne Naval Shipyard.

3.1.2 Describe any existing or proposed uses for the project area.

The existing use of land within the Project area is for stormwater management and construction laydown areas. Falie Reserve is considered to have a dual use as a stormwater management basin and an informal recreational area.

The southern part of Falie Reserve is proposed to be used for a grade separated road over the rail corridor to link Pelican Point Road and Mersey Road North. Within Falie Reserve this would include the construction of abutments and retaining walls, in addition to a new connection to Mersey Road North.

The western portion of the Project area will result in the existing disturbed area, currently used for construction laydown and storage, being upgraded into a car park, stormwater basins and part of the link road, which will intersect with Pelican Point Road.

3.1.3 Describe any outstanding natural features and/or any other important or unique values that applies to the project area.

There are no outstanding natural features within the Project area as the area has previously been disturbed for the construction of stormwater detention basins and for use as construction laydown areas. Falie Reserve acts as a stormwater management system and an informal recreation reserve with a grassy area, and planted local endemic species.

Areas of outstanding natural value located in proximity to the Project area include:

- Mutton Cove Conservation Reserve
    - Mutton Cove is a protected area of approximately 48 ha, containing grey mangrove woodland and saltmarsh with two shipwrecks, *Jupiter* and *Excelsior* located within it (BirdsSA, 2022).
- Torrens Island
    - Torrens Island is located approximately 800 m east of the Project area. Torrens Island also supports natural features including mangroves, samphire and coastal dunes, providing important habitat to native fauna species, and in 1998 it was declared a Conservation Park (Department of Environment and Water, 2022).
- Port River Estuary
    - Surrounding the Lefevre Peninsula to the north and east is the Port Adelaide River. The Port Adelaide River is part of the Barker Inlet and Port River estuary, which surrounds Torrens Island and Garden Island. The estuary comprises a series of interconnected creeks and channels, and are lined by mudflats, mangroves and samphire (Estuary Care Foundation, 2018).
- Adelaide Dolphin Sanctuary
    - The Port Adelaide River and adjacent areas are part of the Adelaide Dolphin Sanctuary. The sanctuary extends from North Haven on the western side of Lefevre Peninsula, north along the coast north to Port Gawler and the intertidal area of Port Adelaide River. The Adelaide Dolphin Sanctuary also extends within the Mutton Cove Conservation Reserve.
- Adelaide International Bird Sanctuary National Park
    - The Adelaide International Bird Sanctuary extends adjacent to Gulf St Vincent along the coastline for approximately 60 km (Parks SA, 2022). The Adelaide International Bird Sanctuary National Park – Winaityinaityi Pangkara is situated near the northern end of the international bird sanctuary.
    - Located at the southern end of the East Asian-Australasian Flyway, the area is considered to be a key feeding and roosting site for migratory birds, including species from Siberia and Alaska. Over five million birds a year are reported to utilise the

area, 27,000 of which are residents (Parks SA, 2022).

- Barker Inlet - St Kilda Aquatic Reserve
  - Barker Inlet – St Kilda Aquatic Reserve is a shallow estuary located on the eastern side of Torrens Island. It is a protected marine area for the purpose of fish nursery habitat and breeding grounds (Department of Primary Industries and Regions, 2022). The Barker Inlet – St Kilda Aquatic Reserve is located within the Adelaide Dolphin Sanctuary protected marine area.

3.1.4 Describe the gradient (or depth range if action is to be taken in a marine area) relevant to the project area.

The current terrestrial landscape of the Project area is typically flat with exception to constructed drainage swales or other stormwater and drainage features within Falie Reserve. The Project area has been built up over time using fill material, so despite proximity to the coast is not subject to tidal influences. Existing ground level across the Project area is approximately 3.3 m AHD, with topography across the Project area graded to ensure stormwater runoff is collected within the Cultural Park stormwater basins or Falie Reserve.

The Lefevre Peninsula is landscape has typically been altered due to the importation of fill, which has created the level and topography of the Project area. This fill is understood to comprise various materials including dredged material from the Port Adelaide River and waste products from a variety of industries including ash and cinders, iron pyrites and Penrice grit.

3.2 Flora and fauna

3.2.1 Describe the flora and fauna within the affected area and attach any investigations of surveys if applicable.

Threatened ecological community

One threatened ecological community (TEC) 'Subtropical and temperate coastal saltmarsh' (vulnerable) was listed in the PMST report. While some species that reflect the floristics (plant species) of the TEC were recorded from the Project area, the vegetation community in the Project area is not considered to be the TEC as it does not correspond with the description in the Conservation Advice for the TEC (Department of Sustainability, Environment, Water, Population and Communities (DSEWPaC) 2013), which indicates that the TEC has at least some tidal connection (including areas that are supratidal i.e. above the spring high tide line), but are not often inundated). Because of its elevation and drainage modifications, the Project area is above the reach of weather assisted tides and storm surges. The vegetation that has established or has been planted within the Project area would not be tidally connected.

Vegetation

Parts of the Project area contain samphire and chenopod dominated shrubland that has either been planted or become established in the Project area following filling, levelling and construction of stormwater infrastructure.

Vegetation that has become established in the Project area is dominated by samphires such as *Tecticornia halocnemoides, T. pergranulata, T. indica* and austral sea-blite (*Suaeda australis*) and other saltbushes such as nitre-bush (*Nitraria billardierei*) and ruby saltbush (*Enchylaena tomentosa subsp. tomentosa*).

Three vegetation associations were recorded in the Project area:

- *Tecticornia halocnemoides ssp, Tecticornia pergranulata, Tecticornia indica* and austral sea-blite (*Suaeda australis*) open samphire shrubland.
- Planted vegetation, vegetated drainage lines, road reserves and parks. Common planted species include: saltbushes (*Atriplex spp*.) and she-oak (*Allocasuarina spp*).
- Scattered native plants including wattles (*Acacia spp*.), saltbushes (*Atriplex spp*.), and pigface (*Carpobrotus rossi*) along fence lines, and within the car park footprint of the Project area.

Plants

Seven threatened flora species were listed in the PMST report (refer to **Attachment 2 Biodiversity Values Report, Appendix A**). Of these, only one species, the bead glasswort *(Tecticornia flabelliformis)* (vulnerable), was assessed to be 'likely to occur'. Bead glasswort *(Tecticornia flabelliformis)* individuals were not recorded in the Project area, and it does not possess habitat characteristics likely to support the species (**Attachment 2 Biodiversity Values Report, Section 3.1, page 11**).

As the species was not identified within potential habitat from surveys conducted at during an appropriate seasonal conditions appropriate for species identification, it is unlikely that the Project area supports a population of bead glasswort *(Tecticornia flabelliformis)*.

Records of 19 threatened flora species exist within the desktop search area. Based upon habitats present, three of these species were assessed to have potential to occur in the Project area:

- Bead glasswort (*Tecticornia flabelliformis)*
- Hoary rush (*Juncus radula)*
- Horned pondweed (*Zannichellia palustris)*

Following the field survey (**Attachment 2 Biodiversity Values Report, Section 3.3.2, page 14**), the likelihood of these threatened species occurring within the Project area was revised to unlikely for bead glasswort and hoary rush and low for horned pondweed.

Animals

The PMST report identified 47 listed threatened fauna species relevant to the PMST search area. No EPBC Act listed species were observed within the Project area or wider investigation area from field investigations conducted within the Project area and wider investigation area.

It was identified based upon a likelihood of occurrence assessment that considered species records, habitat types within the Project area, and the desktop search area, that five EPBC Act listed threatened bird species would be likely to occur (**Attachment 2 Biodiversity Values Report, Section 4.2.1, page 19**). These species include:

- Slender-billed thornbill (Gulf St Vincent) *(Acanthiza iredalei rosinae)*
- Curlew sandpiper (*Calidris ferruginea*)
- Great knot (*Calidris tenuirostris)*
- Eastern curlew (*Numenius madagascariensis)*
- Australian fairy tern (*Sternula nereis nereis)*

Three listed migratory species were opportunistically observed within the wider investigation area, but not within the Project area:

- Sharp-tailed sandpiper (*Calidris acuminata)*
- Greater crested tern (*Thalasseus bergii)*
- Common greenshank (*Tringa nebularia)*

Three birds listed under the *National Parks and Wildlife Act 1972* were observed within the wider investigation area:

- Sooty oystercatcher (*Haematopus fuliginosus fuliginosus):* Observed outside the Project area within the intertidal area adjacent to the Port Adelaide River.
- Pied oystercatcher (*Haematopus longirostris*): Observed outside the Project area within the intertidal area adjacent to the Port Adelaide River.
- Elegant parrot (*Neophema elegans elegans*): Observed outside the Project area within samphire flats and tidal drainage lines.

Introduced fauna species observed included the fox (*Vulpes vulpes*) and rabbit (*Oryctolagus cuniculus*) which are 'declared pest animals' under the *Landscape South Australia Act 2019* (**Attachment 2 Biodiversity Values Report, Section 4.2.4, page 22**).

Habitats

Habitats for Commonwealth and internationally recognised migratory bird species are present nearby the Project area (the Adelaide International Bird Sanctuary) and include the Port Adelaide River, Barker Inlet Wetlands (Nationally significant wetland) and Gulf St Vincent.

The Project area contains scattered vegetation that has either been planted or become established following filling, levelling and construction of stormwater infrastructure which commenced in 2011. As a result, there is limited natural habitat within the Project area, although the surrounding area, including parts of the wider investigation area and conservation areas such as Mutton Cove Conservation Reserve provide resources that would be used by a range of fauna for foraging, shelter, roosting and breeding.

The key areas of potential habitat within the Project area are the stormwater basins in Falie Reserve and running north-south on the eastern side of Pelican Point Road.

Outside of the Project area, nearby habitats include:

- The foreshore and mangrove areas provide areas of non-breeding foraging habitat and shelter for a range of migratory birds.
- Vegetated drainage lines, which retain local foraging habitat and sheltering sites for migratory wader birds and waterbirds and the elegant parrot and rock parrot, including the drainage line immediately north of Mutton Cove Conservation Reserve

Samphire flats (tidally inundated) north of the Project area, which contain a wetland at its eastern extent that has local value for wetland birds, including the samphire thornbill, elegant parrot and rock parrot.

3.2.2 Describe the vegetation (including the status of native vegetation and soil) within the project area.

Vegetation

No remnant native vegetation remains within the Project area. Only planted species and opportunistic growth consisting of the following, remain:

- *Tecticornia halocnemoides ssp, Tecticornia pergranulata, Tecticornia indica* and austral sea-blite (*Suaeda australis*) open samphire shrubland.
- Planted vegetation, vegetated drainage lines, road reserves and parks. Common planted species include: saltbushes (*Atriplex spp*.) and she-oak (*Allocasuarina spp*).

- Scattered native plants, this included nearby fence lines, and within the car park Project area. Common species included wattles (*Acacia spp*.), saltbushes (*Atriplex spp*.), and pigface (*Carpobrotus rossi*).

One threatened ecological community (TEC) 'Subtropical and temperate coastal saltmarsh' (vulnerable) is mapped as likely to occur within the PMST search area, but outside the Project area (**Attachment 1 Environment and Heritage Report, Appendix B, Figure B.2**).

As there is unlikely to be tidal connection to the Project area due to its elevation and drainage modifications, and the Project area is above the reach of weather assisted tides and storm surges, the vegetation type within the Project area would not meet the Conservation Advice description of the TEC subtropical and temperate coastal saltmarsh (Department of Sustainability, Environment, Water, Population and Communities, 2013).

Soils and geology

The Project area is located on an area which has been historically filled to a level of 3.3 m AHD.

The eastern portion of the Lefevre Peninsula, including the Project area, is situated in a coastal zone landzone. Generally (below the fill layer), the geological sequence would include:

- Marine origin sediments up to 15 m thickness, comprising unconsolidated sands.
- Underlying Quaternary age sediments including Hindmarsh Clay.
- Tertiary aged undifferentiated sediments.

Acid sulfate soils mapping indicates that soils within the Project area are mapped to have a low probability of encountering acid sulfate soils (see **Attachment 1 Environment and Heritage Report, Appendix B, Figure B.3**). The natural soils of the St Kilda formation are potentially acid forming. Based upon the location of the Project area in the landscape, there is potential for acid sulfate soils to occur.

3.3 Heritage

3.3.1 Describe any Commonwealth heritage places overseas or other places recognised as having heritage values that apply to the project area.

No Commonwealth heritage places overseas or other places recognised as having heritage values are located within the Project area.

3.3.2 Describe any Indigenous heritage values that apply to the project area.

A field survey of the Project area was undertaken in July 2023 with Kaurna People Traditional owners (**Attachment 3 Heritage Impact Assessment, Section 4, page 23**). *Note that Attachment 3 will not be made publicly available due to cultural sensitivity reasons.*

Surface artefacts or Aboriginal cultural heritage were not identified from the cultural heritage desktop assessment and field survey within the Project area. Although no surface material was identified, there is still potential for subsurface Aboriginal cultural heritage and ancestral remains (**Attachment 3 Heritage Impact Assessment, Section 9.3.1, page 41**). *Note that Attachment 3 will not be made publicly available due to cultural sensitivity reasons.*

The Lefevre Peninsula is not listed on the Commonwealth Heritage List, but has been assessed as having Indigenous heritage values that meet the CHL criteria thresholds in relation to the criteria (**Attachment 3 Heritage Impact Assessment, Section 6.3, page 32**). *Note that Attachment 3 will not be made publicly available due to cultural sensitivity reasons.* Specifically, the following criteria were met for the Lefevre Peninsula:

- The place has significant heritage value because of the place's importance in the course, or pattern, of Australia's natural or cultural history.
- The place has significant heritage value because of the place's potential to yield information that will contribute to an understanding of Australia's natural or cultural history.

- The place has significant heritage value because of the place's strong or special association with a particular community or cultural group for social, cultural or spiritual reasons.
- The place has significant heritage value because of the place's special association with the life or works of a person, or group of persons, of importance in Australia's natural or cultural history.
- The place has significant heritage value because of the place's importance as part of Indigenous tradition.

No tangible Indigenous heritage was identified within the Project area. Although the topsoils have been disturbed, there is still potential for works to impact on potential subsurface Aboriginal cultural heritage material where they penetrate fill material. In addition, the Lefevre Peninsula has intangible values for the Kaurna people.

3.4 Hydrology

3.4.1 Describe the hydrology characteristics that apply to the project area and attach any hydrological investigations or surveys if applicable. *

Surface water

There are no natural surface waterbodies within the Project area, such as rivers, creeks, or wetlands. The closest surface water source is Port River, 500 m east of the Project area. Prior to being filled and levelled (over 30 years ago) the Project area was part of the Port River estuary.

Stormwater

Stormwater runoff within the Project area is diverted to the existing stormwater basin/drainage system, which forms part of the catchment area (**Attachment 4 Stormwater Infrastructure Review, Section 3.1, page 16**). Three basins primarily associated with the carpark, link road and Falie Reserve respectively to capture stormwater and remove gross pollutants. These basins have been referred to in previous Stormwater Management Plans for the area as 'Cultural Park basin; and 'Cultural Park Link basin'. In this referral the Cultural Park basin will be referred to as the 'car park basin', and the Cultural Park Link basin as the 'link road basin.

The estimated storage capacities (volume) for the existing basins within the Project area are:

- Car park basin is 30,900 m3 / 30.9 ML.
- Link road basin is 5,900 m3 / 5.9 ML.
- Falie Reserve detention basin is 8.8 ML basin storage.

Stormwater from the car park detention basin and link road basin flow into the Falie Reserve detention basin. From here, water is pumped north via a 300 mm pumping main on the eastern side of Mersey Road North, up to a basin on the northern side of Mutton Cove Conservation Reserve. The stormwater management system is currently in use and is effective at removing gross pollutants from stormwater flows within the catchment area.

Catchment summary

- The car park detention basin receives flows from the northern (proposed) and southern (existing) car parks, 50% of the proposed link road including overpass, Pelican Point Road and the Quantem site.
- Falie Reserve receives flows from Archie Badenoch Circuit (including properties to the north, Viterra site and Cultural Park basin via an equalising culvert under the rail corridor).
- Viterra basins received flows from the Viterra site and towards Falie Reserve basin via a piped system in Archie Badenoch Circuit.

Concept designs show the placement of the link road bridge abutments intersects with the link road basin, resulting in a reduction of stormwater retention capacity of approximately 2,000 m3 (**Attachment 4 Stormwater Infrastructure Review, Section 4.3, page 19**). This would be addressed in future design iterations to avoid reduction in stormwater retention capacity.

The controlled nature of the stormwater management system means that any spill or contamination within the Project area could be contained and treated.

Groundwater

The Bureau of Meteorology (BoM) Australian Groundwater Explorer map (BoM, 2023) details groundwater bores located within the Project area and the surrounding area. Two of these groundwater bores are located within the Project area. The depth to groundwater at these boreholes are:

- Bore ID: 662829375, standing water level depth of 2.6 m from surface level in 2017.
- Bore ID: 662829371, standing water level depth of 2.1 m from surface level in 2017.

Design

The Osborne North car park is proposed to have stormwater connections into the car park basin. It is envisaged that a high percentage of car park areas, new roads and developable site within the Project area will be impervious. Stormwater from hardstand areas will need to be captured in detention basins and treated to remove any pollutants prior to entering the Port River.

The minimum design Annual Exceedance Probability (AEP) for major systems including basins is 1% Annual exceedance probability (AEP); 100 year annual recurrence interval (ARI). The required detention volume for each key basins was taken as the peak volume required from a 1% AEP storm event. Note that the required detention volume is the summation of flows from the contributing catchments during the storm event.

The embankment approaches for the grade separated road would decrease the capacity of the link road Basin, leaving a shortfall of approximately 2,000m3. The modelled loss in storage capacity will be addressed in detailed design of the grade separated road, with the addition of addition stormwater detention capacity.

The contaminants / spills associated with the construction and operation of the proposed action would most likely be a result of leaks from vehicles and general litter. The existing stormwater management system effectively captures and removes gross pollutants. Spills and contaminants would be contained within the stormwater management system and would not release directly into the Port River. If the measures to prevent spills or litter fails, no impacts to human health or the receiving environment are likely as the existing stormwater management system does not have a direct connection to the Port River

4. Impacts and mitigation

4.1 Impact details

Potential Matters of National Environmental Significance (MNES) relevant to your proposed action area.

EPBC Act section	Controlling provision	Impacted	Reviewed
S12	World Heritage	No	Yes
S15B	National Heritage	No	Yes
S16	Ramsar Wetland	No	Yes
S18	Threatened Species and Ecological Communities	No	Yes
S20	Migratory Species	No	Yes
S21	Nuclear	No	Yes
S23	Commonwealth Marine Area	No	Yes
S24B	Great Barrier Reef	No	Yes
S24D	Water resource in relation to large coal mining development or coal seam gas	No	Yes
S26	Commonwealth Land	Yes	Yes
S27B	Commonwealth Heritage Places Overseas	No	Yes
S28	Commonwealth or Commonwealth Agency	Yes	Yes

4.1.1 World Heritage

You have identified your proposed action will likely directly and/or indirectly impact the following protected matters.

A direct impact is a direct consequence of an action taken – for example, clearing of habitat for a threatened species or permanent shading on an ecological community as the result of installing solar panels.

An indirect impact is an 'indirect consequence' such as a downstream impact or a facilitated third-party action.

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4.1.1.1 Is the proposed action likely to have any direct and/or indirect impact on any of these protected matters? *

No

4.1.1.3 Briefly describe why your action is unlikely to have a direct and/or indirect impact. *

The nearest World heritage property is the '*Willandra Lakes Region'*, which is located over 400 km north east of the Project area within NSW. There would be no direct or indirect impact to the values of a World heritage property, due to the project's distance to the heritage place. The project would not impact on a World heritage property.

4.1.2 National Heritage

You have identified your proposed action will likely directly and/or indirectly impact the following protected matters.

A direct impact is a direct consequence of an action taken – for example, clearing of habitat for a threatened species or permanent shading on an ecological community as the result of installing solar panels.

An indirect impact is an 'indirect consequence' such as a downstream impact or a facilitated third-party action.

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4.1.2.1 Is the proposed action likely to have any direct and/or indirect impact on any of these protected matters? *

No

4.1.2.3 Briefly describe why your action is unlikely to have a direct and/or indirect impact. *

The nearest National heritage place is the '*South Australian Old and New Parliament Houses / The Adelaide Park Lands and City Layout'*, which is located 15 km south west of the Project area. There would be no direct or indirect impacts to the values of a National heritage place, due to the project's distance to the heritage place. The project would not impact on a National heritage place.

4.1.3 Ramsar Wetland

You have identified your proposed action will likely directly and/or indirectly impact the following protected matters.

A direct impact is a direct consequence of an action taken – for example, clearing of habitat for a threatened species or permanent shading on an ecological community as the result of installing solar panels.

An indirect impact is an 'indirect consequence' such as a downstream impact or a facilitated third-party action.

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4.1.3.1 Is the proposed action likely to have any direct and/or indirect impact on any of these protected matters? *

No

4.1.3.3 Briefly describe why your action is unlikely to have a direct and/or indirect impact. *

The nearest Ramsar wetland is *'The Coorong, and Lakes Alexandrina and Albert Wetland'*, which is located 70 km south west of the Project area. This Ramsar wetland is neither an upstream nor downstream catchment of the Project area. There would be no direct or indirect impacts to the Ramsar wetland, as the wetland is neither an upstream nor downstream catchment of the Project area. The project would not impact on a Ramsar wetland.

4.1.4 Threatened Species and Ecological Communities

You have identified your proposed action will likely directly and/or indirectly impact the following protected matters.

A direct impact is a direct consequence of an action taken – for example, clearing of habitat for a threatened species or permanent shading on an ecological community as the result of installing solar panels.

An indirect impact is an 'indirect consequence' such as a downstream impact or a facilitated third-party action.

Threatened species

Direct impact	Indirect impact	Species
No	No	Acanthiza iredalei rosinae
No	No	Aphelocephala leucopsis
No	No	Botaurus poiciloptilus
No	No	Caladenia tensa
No	No	Calidris canutus
No	No	Calidris ferruginea
No	No	Calidris tenuirostris
No	No	Charadrius leschenaultii
No	No	Diomedea epomophora
No	No	Falco hypoleucos
No	No	Grantiella picta
No	No	Hirundapus caudacutus
No	No	Limosa lapponica baueri
No	No	Melanodryas cucullata cucullata
No	No	Neophema chrysogaster
No	No	Neophema chrysostoma
No	No	Numenius madagascariensis
No	No	Pachyptila turtur subantarctica
No	No	Pedionomus torquatus
No	No	Pezoporus occidentalis
No	No	Pteropus poliocephalus
No	No	Rostratula australis
No	No	Senecio macrocarpus
No	No	Stagonopleura guttata

Direct impact	Indirect impact	Species
No	No	Sternula nereis nereis
No	No	Tecticornia flabelliformis
No	No	Thalassarche cauta
No	No	Thalassarche melanophris
No	No	Thalassarche steadi

Ecological communities

Direct impact	Indirect impact	Ecological community
No	No	Subtropical and Temperate Coastal Saltmarsh

4.1.4.1 Is the proposed action likely to have any direct and/or indirect impact on any of these protected matters? *

No

4.1.4.3 Briefly describe why your action is unlikely to have a direct and/or indirect impact. *

Listed threatened ecological communities

One threatened ecological community (TEC) 'Subtropical and temperate coastal saltmarsh' (vulnerable) is mapped as likely to occur within the PMST search area, but outside the Project area. There is no mapped native vegetation within the Project area.

As there is unlikely to be tidal connection to the Project area due to its elevation and drainage modifications, and the Project area is above the reach of weather assisted tides and storm surges, the vegetation type within the Project area would not meet the Conservation Advice description of the TEC subtropical and temperate coastal saltmarsh (Department of Sustainability, Environment, Water, Population and Communities (DSEWPaC) 2013).

As the TEC does not occur within the Project area, no direct or indirect impacts to the threatened ecological community are anticipated.

Listed flora species

Targeted field surveys conducted in April 2023 for bead glasswort *(Tecticornia flabelliformis)* did not record any individuals within the Project area or the wider investigation area. The Project area does not possess habitat characteristics likely to support the species (**Attachment 2 Biodiversity Values Report, Section 3.2.2, page 14**).

As the species was not identified within potential habitat at during an appropriate seasonal conditions appropriate for species identification, it is unlikely that the Project area supports a population of bead glasswort *(Tecticornia flabelliformis).* As the species does not occur within the Project area, no direct or indirect impacts to the species is anticipated.

Listed fauna species

As the listed threatened fauna species are relatively mobile (i.e. able to fly) and speed of plant and equipment would be relatively low, direct impact that causes mortality or injury as a result of vehicle strike would not be likely. Fauna management measures are to be implemented by the Contractor to make sure that personnel are aware of avoiding interaction with fauna species and steps to take if fauna are encountered during construction.

Indirect impacts to species habitats are not likely, because existing measures, such as the established stormwater management system, mean that water would be discharged from the site in a controlled manner, and would be unlikely to decrease water quality downstream or affect downstream ecological processes.

The stormwater basins would remain following the construction of the Project, although there may be some capacity modifications made during construction to accommodate impervious surface changes. If these areas are used by the listed threatened species, they would be able to continue to use these following construction and during operations.

4.1.5 Migratory Species

You have identified your proposed action will likely directly and/or indirectly impact the following protected matters.

A direct impact is a direct consequence of an action taken – for example, clearing of habitat for a threatened species or permanent shading on an ecological community as the result of installing solar panels.

An indirect impact is an 'indirect consequence' such as a downstream impact or a facilitated third-party action.

Direct impact	Indirect impact	Species
No	No	Actitis hypoleucos
No	No	Apus pacificus
No	No	Arenaria interpres
No	No	Calidris acuminata
No	No	Calidris canutus
No	No	Calidris ferruginea
No	No	Calidris melanotos
No	No	Calidris ruficollis
No	No	Calidris subminuta
No	No	Calidris tenuirostris
No	No	Charadrius bicinctus
No	No	Charadrius leschenaultii
No	No	Diomedea epomophora
No	No	Gallinago hardwickii
No	No	Hirundapus caudacutus
No	No	Limicola falcinellus
No	No	Limosa lapponica
No	No	Limosa limosa
No	No	Motacilla cinerea
No	No	Motacilla flava
No	No	Myiagra cyanoleuca
No	No	Numenius madagascariensis
No	No	Numenius minutus
No	No	Numenius phaeopus
No	No	Phalaropus lobatus
No	No	Philomachus pugnax
No	No	Plegadis falcinellus
No	No	Pluvialis fulva
No	No	Pluvialis squatarola
No	No	Sterna hirundo
No	No	Sternula albifrons
No	No	Thalassarche cauta
No	No	Thalassarche melanophris
No	No	Thalassarche steadi
No	No	Thalasseus bergii

Direct impact	Indirect impact	Species
No	No	Tringa glareola
No	No	Tringa nebularia
No	No	Tringa stagnatilis
No	No	Tringa totanus
No	No	Xenus cinereus

4.1.5.1 Is the proposed action likely to have any direct and/or indirect impact on any of these protected matters? *

No

4.1.5.3 Briefly describe why your action is unlikely to have a direct and/or indirect impact. *

Many of the listed migratory species that were confirmed present or that were assessed to be likely to occur in the Project area are wetland species that forage on muddy margins or rocky shores or mudflats.

The Significant Impact Guidelines 1.1 define 'important habitat' for a migratory species to be:

1. Habitat utilised by a migratory species occasionally or periodically within a region that supports an ecologically significant proportion of the population of the species, and/or
2. Habitat that is of critical importance to the species at particular life-cycle stages, and/or
3. Habitat utilised by a migratory species which is at the limit of the species range, and/or
4. Habitat within an area where the species is declining.

The Project area encompasses an area that has been filled and largely levelled, in which stormwater infrastructure was established in around 2012. Part of the Project area has contains landscaped open space adjacent to a stormwater basin. While these areas would be unlikely to be considered 'important habitat' as defined above, migratory species could transiently utilise these areas whilst in the region, although they would be more likely to frequent the substantial areas of important habitat in reserves in the surrounding region, including within Adelaide International Bird Sanctuary and Torrens Island Conservation Park.

As the migratory species are mobile (i.e. able to fly) and speed of plant and equipment would be relatively low, direct impact that causes mortality or injury as a result of vehicle strike would not be likely. Fauna management measures are to be implemented by the Contractor to make sure that personnel are aware of avoiding interaction with fauna species, including migratory species.

Indirect impacts to species habitats are not likely, because existing measures, such as the established stormwater management system, mean that water quality discharged from the site in a controlled manner, and would be unlikely to decrease water quality downstream or affect downstream ecological processes.

The stormwater basins would remain following the construction of the Project, although there may be some capacity modifications made during construction to accommodate impervious surface changes. If these areas are used by migratory species, they would be able to continue to use these following construction, and during operations.

4.1.6 Nuclear

4.1.6.1 Is the proposed action likely to have any direct and/or indirect impact on this protected matter? *

No

4.1.6.3 Briefly describe why your action is unlikely to have a direct and/or indirect impact. *

The Project is the development of transport facilities infrastructure. It does not involve a nuclear action

No direct or indirect impacts are applicable, as the project does not involve a nuclear action. An assessment of significance is not applicable, as the project does not involve a nuclear action.

4.1.7 Commonwealth Marine Area

You have identified your proposed action will likely directly and/or indirectly impact the following protected matters.

A direct impact is a direct consequence of an action taken – for example, clearing of habitat for a threatened species or permanent shading on an ecological community as the result of installing solar panels.

An indirect impact is an 'indirect consequence' such as a downstream impact or a facilitated third-party action.

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4.1.7.1 Is the proposed action likely to have any direct and/or indirect impact on any of these protected matters? *

No

4.1.7.3 Briefly describe why your action is unlikely to have a direct and/or indirect impact. *

The nearest Commonwealth marine area is the '*Exclusive Economic Zone and Territorial Sea'*, which is located approximately 100 km south of the Project area. The Project would be unlikely to have a direct or indirect impact on the 'Exclusive Economic Zone and Territorial Sea'. As the Project would be unlikely to directly or indirectly impact the 'Exclusive Economic Zone and Territorial Sea', there would be no significant impact upon a Commonwealth marine area.

4.1.8 Great Barrier Reef

4.1.8.1 Is the proposed action likely to have any direct and/or indirect impact on this protected matter? *

No

4.1.8.3 Briefly describe why your action is unlikely to have a direct and/or indirect impact. *

The Great Barrier Reef Marine Park is located 1,700 km north east of the Project area in QLD. The Project area is not located within the Great Barrier Reef Marine Park, and the Project would not have a direct or indirect impact on the Great Barrier Reef Marine Park. As the Project would not directly or indirectly impact the Great Barrier Reef Marine Park, no significant impact is anticipated.

4.1.9 Water resource in relation to large coal mining development or coal seam gas

4.1.9.1 Is the proposed action likely to have any direct and/or indirect impact on this protected matter? *

No

4.1.9.3 Briefly describe why your action is unlikely to have a direct and/or indirect impact. *

The Project is the development of transport facilities infrastructure.

The Project does not involve a coal seam gas development or large coal mining development. NThere would be no direct or indirect impact as a result of the Project that is related to this MNES.

The project would not have a significant impact on the environment in relation to this MNES.

4.1.10 Commonwealth Land

You have identified your proposed action will likely directly and/or indirectly impact the following protected matters.

A direct impact is a direct consequence of an action taken – for example, clearing of habitat for a threatened species or permanent shading on an ecological community as the result of installing solar panels.

An indirect impact is an 'indirect consequence' such as a downstream impact or a facilitated third-party action.

Direct impact	Indirect impact	Commonwealth land area
Yes	Yes	Commonwealth Land - Australian National Railways Commission

4.1.10.1 Is the proposed action likely to have any direct and/or indirect impact on any of these protected matters? *

Yes

4.1.10.2 Briefly describe why your action has a direct and/or indirect impact on these protected matters. *

The land within the rail corridor (the 'Commonwealth Land - Australian National Railways Commission') is Commonwealth Land that is managed by the Australian Rail Track Corporation. The rail corridor provides freight access to the Adelaide Container Port and other logistics facilities north of the Project area.

The proposed action would provide for direct worker and construction access across the rail corridor to the Osborne Naval Shipyard area in the east. It relates to the Commonwealth land as follows:

- No infrastructure would be sited within the rail corridor (i.e. no footings or abutments would be located in the corridor).
- The link road and pedestrian bridge would span the rail corridor / Commonwealth land.
- The Osborne North car park is located immediately to the west of the rail corridor / Commonwealth land.

The link road bridge over the rail corridor is to be designed to meet ARTC requirements, as well as South Australian Department of Infrastructure and Transport, and Australian Standards.

The pedestrian bridge has been designed to meet Australian Rail Track Corporation requirements and its final design would be consistent with a recently constructed pedestrian bridge located to the south of the Project area (refer to **Attachment 1 Environment and Heritage Assessment, Figure 2.3, page 8**).

Australian Naval Infrastructure have been working closely with ARTC in the development of the designs, and will obtain necessary State planning approvals and access permits for construction of work over the corridor.

The rail corridor is an existing disturbed area that contains track ballast (rocks), sleepers and rail tracks. Freight trains frequently pass through the corridor, to and from the container terminal and logistics facilities to the north of the Project area. The rail corridor does not contain habitat for listed threatened species or ecological communities, or listed migratory species and no other matters of national environmental significance are relevant to the rail corridor. The Project would be not likely to have a direct or indirect impact on a matter of national environmental significance within the rail corridor.

Detailed design of the link road is yet to be developed. Foundations for the link road are expected to be at least to the depth of the bedrock, which is approximately 15 m to 20 m below ground level. fill material will be required for the construction of the embankments for the link road. Fill would be locally sourced from within the Osborne Naval Shipyard area, or from a commercial clean fill supplier. Construction materials will be subject to weed management controls to be implemented as part of the CEMP approved by ANI under contract conditions. The Project infrastructure would be established next to the Commonwealth land. A review of matters of national environmental significance is included in **Attachment 1 Environment and Heritage Assessment, Section 7, pages 45 to 59**. In summary:

- There are no threatened ecological communities in the Project area, and there would be no direct or indirect impact to a threatened ecological community.
- There were no listed threatened plant species that would be directly or indirectly impacted.
- The Lefevre Peninsula is in a region that provides habitat for a range of bird species. No listed threatened species were observed to occur in the Project area. Five species were assessed to be likely to occur. It was assessed that the Project would be not likely to

have a direct or indirect impact on these listed bird species because:

- The birds are not likely to be directly impacted as they are mobile and can alight in the presence of construction plant or machinery (noting that the Project area is immediately adjacent to an existing rail freight corridor). Fauna management measures would be implemented by the Contractor to make sure that personnel are aware of avoiding interaction with fauna species. There were no other species likely to occur in the Project area.
- The birds are not likely to be indirectly impacted as the stormwater basins that may provide habitat for the species on at least an occasional or transient basin would remain following construction of the Project.

In terms of whole of the environment matters, the aspects of the project that relate to Commonwealth land within the Project area would involve earthworks and materials movement (outside of the rail corridor) in a manner consistent with existing bulk earthworks that have occurred previously within it and other past and current activities on the Lefevre Peninsula. Existing stormwater management infrastructure is to largely be retained with some capacity changes to address the road surfaces. This infrastructure would continue to function to maintain water quality during and after construction. A direct or indirect impact to water resources, ocean life and coastal landscapes and processes is not anticipated. This infrastructure would also avoid or minimise potential for impact associated with deeper excavations and dewatering.
It is not anticipated that the proposed action would have direct or indirect impacts on fauna species. The limited habitat that is present is largely associated with the stormwater basins, which are to be retained.
There were no previously recorded or identified Aboriginal heritage sites located within the Project area, which has been substantially modified as a result of filling. There are natural materials / layers that would remain intact at depth below the fill material, and Aboriginal heritage material or remains could be encountered for areas where there would be deeper excavations that intersect the former natural ground layer.
Indirect impact to Aboriginal heritage could be associated with intangible values of the Lefevre Peninsula however the project is not inconsistent with other industrial developments that have been established in the region. There would be no indirect impact to any known recorded Aboriginal sites.

4.1.10.4 Do you consider this likely direct and/or indirect impact to be a Significant Impact? *

No

4.1.10.6 Describe why you do not consider this to be a Significant Impact. *

Construction work associated with the Project would be temporary and limited to the construction of bridge abutments and supporting structures within the rail corridor. Temporary disruption may occur during construction. Scheduling of activities within the rail corridor would occur in consultation with ARTC.

4.1.10.7 Do you think your proposed action is a controlled action? *

No

4.1.10.9 Please elaborate why you do not think your proposed action is a controlled action. *

The Project would not result in a significant impact to Commonwealth Land (the ARTC rail corridor) and should not be considered a controlled action.

The rail corridor does not contain matters of National environmental significance, or environmental values of importance to the whole of the environment.

Construction impacts to Commonwealth land would be temporary, and the footprint of work within the corridor minimised. No impacts associated with the operation of the link road or pedestrian bridge are anticipated.

4.1.10.10 Please describe any avoidance or mitigation measures proposed for this action and attach any supporting documentation for these avoidance and mitigation measures. *

Details of the minimum requirements for construction management are included in **Attachment 1 Environment and Heritage Assessment, Section 6.2, Table 6.1, Mitigation Measures pp 40-44**, as a Contractor is yet to be engaged for the project. These measures align with accepted practices for construction in South Australia. The Contractor will be required to prepare the Construction Environmental Management Plan in accordance with the South Australian EPA Industry guideline (SA EPA, 2021). Standard construction mitigation measures will be applied to activities occurring on Commonwealth Land (the ARTC rail corridor). Project elements within the rail corridor will be designed to minimise the footprint and subsequent impacts to the rail corridor operations.

Mitigations to be implemented for the Project are outlined in **Attachment 1 Environment and Heritage Report, Section 6, page 41**.

- General:
  - All construction personnel are to undertake an environment and heritage induction prior to starting construction activities. This will include information on the biodiversity and heritage values of the Project area and include protection measures for flora, fauna and heritage to be implemented during construction.
  - Construction activities are to be limited to the Project area. No vehicle movements or other construction related activities are to occur within Mutton Cove Conservation Reserve.
  - Implement mitigation requirements of any State Government or local council approval.
- Hydrology:
  - Modelled stormwater capture and detention capacity are to be incorporated within the detailed design to make sure that the Project does not cause adverse changes to existing hydrological conditions. Stormwater design to be in consideration of the guidance in:
    - SA EPA Stormwater pollution prevention code of practice for the building and construction industry (SA EPA 1999).
    - International Erosion Control Association (IECA) best practice guidelines.
    - Managing Urban Stormwater: Soils and Construction Volume 1 (Landcom 2004) ('the Blue Book').
- Vegetation I flora:
  - Plant species that are suitable for the location, such as locally endemic species, are to be included in landscape plans to contribute to habitat connectivity, amenity and provide erosion and sediment control.
  - Measures to avoid or reduce the potential for introduction and spread of weeds are to be included in the CEMP. These include vehicle hygiene measures, management of and disposal of cleared and grubbed material.
  - Ongoing weed control and maintenance to be undertaken by experienced licensed operators.
- Noise:
  - Reasonable and practicable measures to minimise noise from construction are to be included in the CEMP and implemented in line with SA EPA noise guidance for construction noise and the Guideline for the Management of Noise and Vibration: Construction and Maintenance Activities. These measures would include:
    - Undertaking noise generating activities that may have an adverse impact on amenity during the hours of 7 am to 7 pm Monday to Saturday where possible.
    - Screening of noisy activities from sensitive receivers.
    - Provision of advance notice of works to people who may be adversely affected by noise outside of normal construction hours.
      ■ Practical measures to reduce noise - e.g. minimising time of equipment idling, ensuring regular servicing, alternatives to reversing beepers (with consideration to safe operations).
- Waste
  - Waste is to be managed in accordance with the waste management hierarchy of the *Environment Protection (Waste to Resources) Policy 2010*.
  - Movement of construction waste from the Project area to receiving facilities during construction is to be undertaken in accordance with SA EPA requirements including, as required, tracking of waste in accordance with the *Environment Protection (Movement of Controlled Waste) Policy 2014*.
  - Waste that must be tracked is identified on the SA EPA Business and Industry website. Consignment authorisation from a receiving facility is to be received prior to movement of waste to that facility.
- Material reuse
  - Planning and design of the Project is to consider the potential use of waste-derived material for fill, by knowing its geotechnical properties.
  - If waste-derived fill would be used, it will be assessed and used in accordance with the SA EPA Standard for the production and use of waste derived fill (SA EPA 2013).
- Erosion and sediment control
  - A project specific Soil Erosion Drainage Management Plan (SEDMP) is to be prepared to manage risks to water quality using the principals of the Stormwater pollution prevention code of practice for the building and construction industry (SA EPA 1999, Chapter 5.4 pp 36).

- Soil erosion and sediment control structures of the SEDMP, including temporary sediment collection measures described in Chapter 5 of the Stormwater pollution prevention code of practice for the building and construction industry are to be established and
  maintained throughout construction by the Contractor.

- Air
  - Measures to minimise potential for air quality impacts are to be implemented in line with the *Environment Protection (Air Quality)*
    Policy 2016 as well as the *Local Nuisance and Litter Control Act 2016*, with consideration to Port Adelaide Enfield Council's Local
    Nuisance and Litter Control Dust and Fumes -Aerosols guidance (City of PAE 2021). Measures to include:
    - Limiting dust producing activities.
    - Management of dust producing activities to avoid periods when prevailing wind conditions are from the north east.
    - Ground wetting.
    - Vehicle speed limits.
    - Covering of loads.
- Water quality
  - Planning and design of the Project is to consider water quality, such as tidal influences or increased rainfall during wet seasons.
  - Where dewatering is required for construction it will be conducted in accordance with the SA EPA guideline Environmental management of dewatering during construction activities (EPA 1093/21) (SA EPA 2021).
  - Waste water from dewatering must not be discharged directly or indirectly to surface waters, which include the stormwater system.
- Aboriginal heritage
  - Archaeological monitoring by Kaurna Traditional Owner representatives is to be undertaken in locations where excavations intersect the natural ground below the fill layer.
  - Personnel that are managing or undertaking ground breaking works are to undertake a cultural heritage induction. This will provide details of tangible and non-tangible heritage values, mitigation measures and the chance find protocol.
  - The chance find protocol detailed in Appendix B of the Heritage Impact Assessment (**Attachment 3 Heritage Impact Assessment, Appendix B**) must be implemented during construction. *Note that Attachment 3 will not be made publicly available due to cultural sensitivity reasons.*
  - Engagement with Kaurna Traditional Owners will be undertaken through project delivery.
- Historic heritage
  - An historic heritage chance finds protocol is to be implemented during construction.
- Fauna
  - Reasonable and practicable measures to avoid impact to fauna species are to be implemented. These include fauna protection measures aligned with those of the SA Department for Infrastructure and Transport Fauna Impact Assessment Guidelines (DIT, 2021). Measures are to include:
    - Limiting access to open trenches or provision of temporary egress from open excavations.
    - Regular checks for trapped fauna.
    - Fauna awareness as part of the environment and heritage induction.
  - Details of fauna species trapped or injured are to be reported to Fauna Rescue of SA or the RSPCA. Handling of fauna species only by a qualified and experienced person with an appropriate National Parks and Wildlife Act 1972 permit.
- Spill management
  - A spill management protocol is to be implemented by the contractor. Spill kits are to be sited in locations where fuels and hazardous materials are handled or used.
- Fuels and hazardous materials
  - Storage and use of fuels and hazardous materials to be in accordance with SafeWorkSA guidance for chemical and substances (SafeworkSA 2023). Storage and handling is to meet the requirements the SA EPA Environment Protection (Water Quality) Policy 2015, including as noted in the Liquid storage guidelines Bunding and spill management EPA 080/16 (SA EPA 2016):
    - Clause 10 - there must be no discharge of a class 1 pollutant into any waters or on to land in a place from which it is reasonably likely to enter any waters (refer to Schedule 2 of the Environment Protection (Water Quality) Policy 2015).
    - Clause 11 - there must be no discharge of a class 2 pollutant into any water or a cavity in land (refer to Schedule 3 of the Environment Protection (Water Quality) Policy 2015).
- Acid sulfate soils
  - An Acid Sulfate Soils Management Plan for earthworks that may interact with potential acid sulfate soils is to be prepared by the Contractor. Management is to be in line with SA EPA Guideline site contamination - acid sulfate soil materials (SA EPA 2007: 'Common management approaches', pp. 7-8).
- Contamination management
  - A chance finds protocol will be developed and implemented by the Contractor in the event of discovering unanticipated contaminated material.
- Asbestos
  - The management of asbestos during construction is to be in accordance with relevant legislation and guidelines, including the *Work Health and Safety Act 2012*, *Work Health and Safety Regulations 2012*, and South Australian asbestos codes of practice.

4.1.10.11 Please describe any proposed offsets and attach any supporting documentation relevant to these measures. *

No offsets have been identified as being required.

4.1.11 Commonwealth Heritage Places Overseas

You have identified your proposed action will likely directly and/or indirectly impact the following protected matters.

A direct impact is a direct consequence of an action taken – for example, clearing of habitat for a threatened species or permanent shading on an ecological community as the result of installing solar panels.

An indirect impact is an 'indirect consequence' such as a downstream impact or a facilitated third-party action.

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4.1.11.1 Is the proposed action likely to have any direct and/or indirect impact on any of these protected matters? *

No

4.1.11.3 Briefly describe why your action is unlikely to have a direct and/or indirect impact. *

The Project is located in South Australia and does not impact places on Commonwealth Heritage Places Overseas.

4.1.12 Commonwealth or Commonwealth Agency

4.1.12.1 Is the proposed action to be taken by the Commonwealth or a Commonwealth Agency? *

Yes

4.1.12.2 Briefly describe the nature and extent of the likely impact on the whole of the environment. *

A self-assessment to decide whether or not the Project is likely to, or would have, a significant impact has been undertaken in accordance with the *Actions on, or impacting upon, Commonwealth land, and actions by Commonwealth agencies: Significant impact guidelines 1.2* (Commonwealth of Australia 2013b). A detailed assessment of whole of environment matters in provided in **Attachment 1 Environment and Heritage Assessment, Section 8, pages 60 to 74**. It is not likely that the Project would result in a significant impact to whole of environment matters.

Landscapes and soils

The Project does not require medium or large scale excavation of material, would not substantially alter landscape features and is not likely to cause subsidence, instability or substantial erosion. All construction work is to be conducted in accordance with an approved CEMP, which would align with the South Australian Department for Infrastructure and Transport 'Guideline for the preparation of a Contractor's Environmental Management Plan' (DIT, 2021). The CEMP would include procedures for the management of landscapes and soils, through the preparation of project specific soil erosion and sediment controls.

Coastal landscapes

No direct impacts to coastal landscapes and processes would occur as the Project is located within the terrestrial environment. It would not be likely to result in an indirect impact to coastal landscapes and processes, as there is existing stormwater infrastructure (basins / detention systems) in place which treat stormwater runoff within the Project area and surrounds, prior to discharging into the Port River.

Ocean forms, processes and life

No direct impacts to ocean forms, ocean process or ocean life would occur as the Project is located within the terrestrial environment.

The Project is not likely to result in an indirect impact to ocean forms, ocean process or ocean life, as existing stormwater infrastructure (basins / detention systems) treats stormwater runoff within the Project area and surrounds, prior to release into the Port River.

Water resources

Car park areas, and the new link road would increase the impervious area within the catchment.

The Osborne North car park connect into the existing car park stormwater basin, but resulting runoff is not anticipated to exceed the current capacity of the basin. The construction of the link road abutments over the link road stormwater basin, have been assessed to result in a localised shortfall of stormwater storage capacity of approximately 2,000 m3 (**Attachment 4 Stormwater Infrastructure Review, Section 4.3, Page 19**). Concept designs for the link road include expansion of the Cultural Park Link basin to adjust for the loss of capacity.

The controlled nature of the stormwater system means that any spill or contamination within the Project area could be contained and treated.

Pollutants, chemicals and toxic substances

All construction work is to be conducted in accordance with an approved CEMP prepared and in accordance with the South Australian Construction Environmental Management Plan Guidelines (EPA SA, 2021). The CEMP would include procedures for the management of materials, waste, spills, noise, dust, and erosion. Storage and use of fuels and hazardous materials to be in accordance with SafeWorkSA guidance for chemical and substances (SafeworkSA, 2023). Under the South Australian *Environment Protection Act 1993*, Part 4, all persons have a 'General Environmental Duty' to not undertake an activity that pollutes or might pollute the environment.

Earthworks associated with the levelling of the car park or foundations for the link road overpass have the potential to disturb acid sulfate soils. Management of acid sulphate soils would be in line with SA EPA Guideline site contamination – acid sulfate soil materials (SA EPA 2007: 'Common management approaches', pp. 7-8).

The existing stormwater management system does not have a direct connection to the receiving environment. Any spills, litter or disturbed acid sulfate soils within the Project area would be captured and able to be treated without offsite / downstream impacts. No impacts to human health or receiving environment are anticipated.

Plants

Direct impact

Establishment of the infrastructure would involve levelling and removal of plants from within the disturbance footprint. As the Project area contains scattered vegetation that has either been planted or become established following filling, levelling and construction of stormwater infrastructure that commenced in 2011, remnant vegetation would not be cleared for the Project. Planted vegetation within stormwater the stormwater basins that would not have capacity alterations would not be cleared.

Ground preparation will require the removal of planted vegetation from Falie Reserve. This vegetation does not provide critical habitat, but may provide occasional foraging for avian species. Following completion of construction, local species plantings will be reinstated within Falie Reserve.

Indirect impact

Indirect impact to plants are not anticipated.

The existing stormwater infrastructure is to be retained in situ, with some modifications to basin shapes to address capacity changes. This stormwater management system captures water from the Project area, which is released in a controlled manner to the drainage line along the northern side of Mutton Cove Conservation Reserve. This existing system, combined with mitigation measures to be implemented by the Contractor, such as development and implementation of a Soil Erosion Drainage Management Plan (SEDMP) and management actions described in an approved CEMP means that indirect impacts to plants as a result of the Project would be avoided.

Animals

Direct impact

Establishment of the infrastructure would involve levelling and removal of plants from within the disturbance footprint. This would comprise scattered vegetation that has either been planted or become established following filling, levelling and construction of stormwater infrastructure (from previous works that commenced in 2011).

The Project would modify the Project disturbance footprint from its current predominantly cleared and levelled state, to impervious surfaces. The stormwater basins, which currently provide potential habitat for a range of species are to be retained, with some capacity alterations associated with the road infrastructure.

Direct impacts to fauna as a result of construction are not anticipated due to the relatively high mobility of species, low speeds of construction vehicles, as well as fauna management measures to be implemented by the Contractor.

Indirect impact

Indirect impact to animals are not anticipated.

The existing stormwater infrastructure is to be retained in situ, with some modifications to basin shapes to address capacity changes. This stormwater management system captures water from the Project area, which is released in a controlled manner to the drainage line along the northern side of Mutton Cove Conservation Reserve. This existing system, combined with mitigation measures to be implemented by the Contractor, such as development and implementation of a SEDMP and management actions described in an approved CEMP means that indirect impacts to animals or their habitats as a result of the Project would be avoided.

People and Communities

Construction of the Project is likely to result in a temporary increase in traffic movements along Pelican Point Road from Victoria Road. In addition construction activities have potential to generate noise and dust to be managed in accordance with the controls outlined in **Attachment 1 Environment and Heritage Assessment, Section 6, page 41 to 42,** including managing vehicle speeds and screening of noisy activities.

During construction of the link road, Falie Reserve would be inaccessible to the public.

Heritage

No natural or historic heritage sites are located within the Project area. Despite no previously recorded or known Aboriginal heritage sites located within the Project area, a direct impact on undiscovered Aboriginal heritage material or remains is possible during construction as ground disturbing works beyond the known depths of imported fill would occur. Mitigation measures would be implemented during ground disturbing works to manage any potential or actual subsurface Aboriginal heritage finds.

The Lefevre Peninsula has intangible heritage values for the Kaurna People. It is not likely the Project would result in an indirect impact on Aboriginal heritage as the landscape has previously been disturbed and development of the Project is consistent with existing surrounding uses.

4.2 Impact summary

Conclusion on the likelihood of significant impacts

You have indicated that the proposed action will likely have a significant impact on the following Matters of National Environmental Significance:

None

Conclusion on the likelihood of unlikely significant impacts

You have indicated that the proposed action will unlikely have a significant impact on the following Matters of National Environmental Significance:

- World Heritage (S12)
- National Heritage (S15B)
- Ramsar Wetland (S16)
- Threatened Species and Ecological Communities (S18)
- Migratory Species (S20)
- Nuclear (S21)
- Commonwealth Marine Area (S23)
- Great Barrier Reef (S24B)
- Water resource in relation to large coal mining development or coal seam gas (S24D)
- Commonwealth Land (S26)
- Commonwealth Heritage Places Overseas (S27B)
- Commonwealth or Commonwealth Agency (S28)

4.3 Alternatives

4.3.1 Do you have any possible alternatives for your proposed action to be considered as part of your referral? *

No

4.3.8 Describe why alternatives for your proposed action were not possible. *

The consequences of not proceeding

If the Project were not to proceed, the following may occur:

- Congestion as a result of limited parking availability and delays caused by vehicles and freight stopped at the level crossing.
- Safety issues resulting from congestion.
- Community concern regarding traffic congestion.
- Longer construction periods due to additional travel time required.
- Potential for shortfalls in required workforce due to accessibility.

Feasible alternatives

No feasible alternatives have been identified for the Project.

The car park and link road have been part of the overarching master plan for Osborne Naval Shipyard area. In addition, the Osborne North car park and pedestrian bridge within the Project area are described under Schedule 4 (21) of the *Planning, Development and Infrastructure (General) Regulation 2017* as the location for car parking and pedestrian bridges over a rail corridor to support the ongoing development of the Osborne Naval Shipyard area. The master planning and statutory processes would likely have considered accessibility, surrounding land uses, future planned uses in nominating the most feasible options for future infrastructure at the master planning level.

In relation to the link road, there is no other direct west to east connection available across the Osborne Naval Shipyard area, so there are no other feasible alternatives for a direct link.

5. Lodgement

5.1 Attachments

1.2.1 Overview of the proposed action

	Type	Name	Date	Sensitivity	Confidence
#1.	Document	Attachment 1_Environment and Heritage Report.pdf Project description, environmental values and impact assessment	25/09/2023	No	High
#2.	Link	2020 Force Structure Plan https://www.defence.gov.au/about/strategic-plann..			High
#3.	Link	ARTC Standards https://www.artc.com.au/customers/standards/			High
#4.	Link	ARTC Standards https://www.artc.com.au/customers/standards/			High
#5.	Link	Modern, Innovative and Secure Infrastructure https://www.defence.gov.au/business-industry/nav..			High
#6.	Link	National Naval Shipbuilding Enterprise https://www.defence.gov.au/business-industry/nav..			High
#7.	Link	Naval Shipbuilding Plan https://www.defence.gov.au/business-industry/nav..			High

#8.	Link	Naval Shipbuilding Plan https://www.defence.gov.au/business-industry/nav..	High
#9.	Link	Osborne Naval Shipyard https://www.ani.com.au/osborne-naval-shipyard/	High

1.2.6 Commonwealth or state legislation, planning frameworks or policy documents that are relevant to the proposed action

	Type	Name	Date	Sensitivity	Confidence
#1.	Document	Attachment 1_Environment and Heritage Report.pdf Project description, environmental values and impact assessment	24/09/2023	No	High
#2.	Link	Significant impact guidelines 1.1 Environment Protection and Biodiversity Conservation Act 1999 https://www.dcceew.gov.au/sites/default/files/do..			High
#3.	Link	Significant impact guidelines 1.2 Environment Protection and Biodiversity Conservation Act 1999 https://www.dcceew.gov.au/sites/default/files/do..			High

1.2.7 Public consultation regarding the project area

	Type	Name	Date	Sensitivity	Confidence
#1.	Document	Attachment 3_Heritage Impact Assessment.pdf Heritage Impact Assessment for the Project area including context on Lefevre Peninsula	24/09/2023		High
#2.	Link	Osborne Naval Shipyard https://www.ani.com.au/osborne-naval-shipyard/			High
#3.	Link	Reconciliation Action Plan https://www.ani.com.au/rap/			High

3.1.1 Current condition of the project area's environment

	Type	Name	Date	Sensitivity	Confidence
#1.	Document	Attachment 1_Environment and Heritage Report.pdf Project description, environmental values and impact assessment	24/09/2023		High
#2.	Document	Attachment 2_Biodiversity Values Report.pdf Biodiversity values of Project area and surrounds	24/09/2023		High
#3.	Document	Attachment 4_Stormwater Infrastructure Review.pdf Review of stormwater infrastructure relevant to the Project area and the proposed action	24/09/2023		High
#4.	Link	City of Port Adelaide Enfield Heritage Review https://www.cityofpae.sa.gov.au/__data/assets/pd..			High
#5.	Link	Lefevre Peninsula Stormwater Management Plan https://www.cityofpae.sa.gov.au/__data/assets/pd..			High
#6.	Link	Mutton Cove Conservation Reserve https://birdssa.asn.au/location/mutton-cove-cons..			High
#7.	Link	Mutton Cove: INvestigation and review of potential Living Shorelines projects https://estuary.org.au/wp-content/uploads/2019/1..			High
#8.	Link				

		Northern Lefevre Open Space https://renewalsa.sa.gov.au/projects/northern-le..	High
#9.	Link	Weather and alerts https://southaustralia.com/plan-a-trip/weather-a..	High
#10.	Link	Wind roses for selected locations in Australia http://www.bom.gov.au/climate/averages/wind/sele..	High

3.1.3 Natural features, important or unique values that applies to the project area

	Type	Name	Date	Sensitivity	Confidence
#1.	Link	Adelaide International Bird Sanctuary National Park - Winaityinaityi Pangkara https://www.parks.sa.gov.au/parks/adelaide-inter..			High
#2.	Link	Barker Inlet - St Kilda Aquatic Reserve https://www.pir.sa.gov.au/__data/assets/pdf_file..			High
#3.	Link	Barker Inlet and Port River Estuary https://www.estuary.org.au/the-estuary/			High
#4.	Link	Mutton Cove Conservation Reserve https://birdssa.asn.au/location/mutton-cove-cons..			High
#5.	Link	Torrens Island Conservation Park https://www.parks.sa.gov.au/parks/torrens-island..			High

3.2.1 Flora and fauna within the affected area

	Type	Name	Date	Sensitivity	Confidence
#1.	Document	Attachment 2_Biodiversity Values Report.pdf Biodiversity values of Project area and surrounds	25/09/2023	No	High
#2.	Link	Conservation Advice for SUBTROPICAL AND TEMPERATE COASTAL SALTMARSH https://www.environment.gov.au/biodiversity/thre..			High

3.2.2 Vegetation within the project area

	Type	Name	Date	Sensitivity	Confidence
#1.	Document	Attachment 1_Environment and Heritage Report.pdf Project description, environmental values and impact assessment	24/09/2023	No	High
#2.	Link	Australian Soil Resource Information System https://www.asris.csiro.au/themes/AcidSulfateSoi..			Medium
#3.	Link	Conservation Advice for SUBTROPICAL AND TEMPERATE COASTAL SALTMARSH https://www.environment.gov.au/biodiversity/thre..			High

3.3.2 Indigenous heritage values that apply to the project area

	Type	Name	Date	Sensitivity	Confidence
#1.	Document	Attachment 3_Heritage Impact Assessment.pdf Heritage Impact Assessment for the Project area including context on Lefevre Peninsula	25/09/2023	Yes	High

3.4.1 Hydrology characteristics that apply to the project area

	Type	Name	Date	Sensitivity	Confidence
#1.	Document	Attachment 4_Stormwater Infrastructure Review.pdf Review of stormwater infrastructure relevant to the Project area and the proposed action	25/09/2023	No	High
#2.	Link	Australian Groundwater Explorer http://www.bom.gov.au/water/groundwater/explorer..			High

4.1.4.3 (Threatened Species and Ecological Communities) Why your action is unlikely to have a direct and/or indirect impact

	Type	Name	Date	Sensitivity	Confidence
#1.	Document	Attachment 2_Biodiversity Values Report.pdf Biodiversity values of Project area and surrounds	24/09/2023	No	High
#2.	Link	Conservation Advice for SUBTROPICAL AND TEMPERATE COASTAL SALTMARSH https://www.environment.gov.au/biodiversity/thre..			High

4.1.5.3 (Migratory Species) Why your action is unlikely to have a direct and/or indirect impact

	Type	Name	Date	Sensitivity	Confidence
#1.	Link	Significant impact guidelines 1.1 Environment Protection and Biodiversity Conservation Act 1999 https://www.dcceew.gov.au/environment/epbc/publi..			High

4.1.10.2 (Commonwealth Land) Why your action has a direct and/or indirect impact on the identified protected matters

	Type	Name	Date	Sensitivity	Confidence
#1.	Document	Attachment 1_Environment and Heritage Report.pdf Project description, environmental values and impact assessment	24/09/2023	No	High

4.1.10.10 (Commonwealth Land) Avoidance or mitigation measures proposed for this action

	Type	Name	Date	Sensitivity	Confidence
#1.	Document	Attachment 1_Environment and Heritage Report.pdf Project description, environmental values and impact assessment	24/09/2023	No	High
#2.	Document	Attachment 1_Environment and Heritage Report.pdf Project description, environmental values and impact assessment	24/09/2023		High
#3.	Document	Attachment 3_Heritage Impact Assessment.pdf Heritage Impact Assessment for the Project area including context on Lefevre Peninsula	24/09/2023	Yes	High
#4.	Link	Chemicals and substances https://www.safework.sa.gov.au/workplaces/chemic..			High
#5.	Link	Construction environmental management plan (CEMP) http://www.epa.sa.gov.au/files/12330_guide_cemp...			High
#6.	Link	Fauna Impact Assessment Guidelines https://www.dit.sa.gov.au/__data/assets/pdf_file..			High
#7.	Link	Guideline site contamination – acid sulfate soil materials https://www.epa.sa.gov.au/files/8371_guide_sc_ac..			High
#8.	Link	Local Nuisance and Litter Control - Dust and Fumes - Aerosols https://www.cityofpae.sa.gov.au/__data/assets/pd..			High

#9.	Link	Managing Urban Stormwater: Soils and Construction - Volume 1 https://www.environment.nsw.gov.au/research-and-..	High
#10.	Link	Stormwater pollution prevention code of practice for the building and construction industry https://www.epa.sa.gov.au/files/47791_govcop1.pdf	High
#11.	Link	Waste derived fill https://www.epa.sa.gov.au/page/view_by_id/4256	High

4.1.12.2 (Commonwealth or Commonwealth Agency) Nature and extent of the likely impact on the whole of the environment

	Type	Name	Date	Sensitivity	Confidence
#1.	Document	Attachment 1_Environment and Heritage Report.pdf Project description, environmental values and impact assessment	24/09/2023	No	High
#2.	Document	Attachment 4_Stormwater Infrastructure Review.pdf Review of stormwater infrastructure relevant to the Project area and the proposed action	24/09/2023	No	High
#3.	Link	Chemicals and substances https://www.safework.sa.gov.au/workplaces/chemic..			High
#4.	Link	Construction environmental management plan (CEMP) http://www.epa.sa.gov.au/files/12330_guide_cemp...			High
#5.	Link	Guideline for the Preparation of a Contractor's Environmental Management Plan https://www.dit.sa.gov.au/technical-documents?a=..			High
#6.	Link	Site contamination - acid sulfate soil materials https://www.epa.sa.gov.au/files/8371_guide_sc_ac..			High

5.2 Declarations

Completed Referring party's declaration

The Referring party is the person preparing the information in this referral.

ABN/ACN	39008488373
Organisation name	GHD PTY LTD
Organisation address	2000 NSW
Representative's name	Emma Cornelius
Representative's job title	
Phone	+61 881116518
Email	emma.cornelius@ghd.com
Address	L4/211 Victoria Square, Adelaide, South Australia, 5000

☑ Check this box to indicate you have read the referral form. *

☑ I would like to receive notifications and track the referral progress through the EPBC portal. *

By checking this box, I, **Emma Cornelius of GHD PTY LTD**, declare that to the best of my knowledge the information I have given on, or attached to this EPBC Act Referral is complete, current and correct. I understand that giving false or misleading information is a serious offence. *

I would like to receive notifications and track the referral progress through the EPBC portal. *

Completed Person proposing to take the action's declaration

The Person proposing to take the action is the individual, business, government agency or trustee that will be responsible for the proposed action.

ABN/ACN	45051762639
Organisation name	AUSTRALIAN NAVAL INFRASTRUCTURE PTY LTD
Organisation address	61 Veitch Road, Osborne, SA 5017
Representative's name	John Mortimer
Representative's job title	Director Major Projects
Phone	0419868880
Email	john.mortimer@ani.com.au
Address	61 Veitchs Road, Osborne, SA 5017

Check this box to indicate you have read the referral form. *

I would like to receive notifications and track the referral progress through the EPBC portal. *

I, **John Mortimer of AUSTRALIAN NAVAL INFRASTRUCTURE PTY LTD**, declare that to the best of my knowledge the information I have given on, or attached to the EPBC Act Referral is complete, current and correct. I understand that giving false or misleading information is a serious offence. I declare that I am not taking the action on behalf or for the benefit of any other person or entity. *

I, **John Mortimer of AUSTRALIAN NAVAL INFRASTRUCTURE PTY LTD**, the Person proposing the action, consent to the designation of **Daniel Hodgson of Australian Submarine Agency** as the Proposed designated proponent for the purposes of the action described in this EPBC Act Referral. *

I would like to receive notifications and track the referral progress through the EPBC portal. *

Completed Proposed designated proponent's declaration

The Proposed designated proponent is the individual or organisation proposed to be responsible for meeting the requirements of the EPBC Act during the assessment process, if the Minister decides that this project is a controlled action.

ABN/ACN	67250046148
Organisation name	Australian Submarine Agency
Organisation address	Building 26 Brindabella Business Park, Pialligo, 2600, ACT
Representative's name	Daniel Hodgson
Representative's job title	Director Shipyard Infrastructure
Phone	02 51087622

Email	asa.osborne.enquiries@defence.gov.au
Address	Building 26 Brindabella Business Park, Pialligo, 2600, ACT

☑ Check this box to indicate you have read the referral form. *

☑ I would like to receive notifications and track the referral progress through the EPBC portal. *

☑ I, **Daniel Hodgson of Australian Submarine Agency**, the Proposed designated proponent, consent to the designation of myself as the Proposed designated proponent for the purposes of the action described in this EPBC Act Referral. *

☑ I would like to receive notifications and track the referral progress through the EPBC portal. *