

9 September 2019

Jeremy Conway
Chief Executive
Infrastructure SA
Level 15, Wakefield House
30 Wakefield Street
Adelaide SA 5000

Dear ~~Jeremy~~, *Jeremy*,

Response to the 20-Year State Infrastructure Strategy Discussion Paper

The Federal Government's \$90B Naval Shipbuilding Plan, and the development of major infrastructure to facilitate the continuous construction of naval ships and submarines at the Osborne Naval Shipyard (ONS) provides a unique opportunity for South Australia (SA). This long-term and significant investment by the Commonwealth in SA provides the opportunity for bold and innovative forward-thinking for the State, the City of Adelaide, and for the complete regeneration of the Lefevre Peninsula.

Furthermore, the LeFevre Peninsula is unique. It brings together a world-class naval shipyard, a cruise ship port, a shipping port, marinas, yacht clubs, local communities and maritime and cultural heritage sites such as the Garden Island Ships' Graveyard and Mutton Cove - all co-located within the natural environs of beaches, river fronts, mangroves, a bird sanctuary, conservation parks and the world's only city-located dolphin sanctuary.

Historically seen as an industrial zone and working port, the area is fast becoming a vibrant community centred around the Commonwealth's significant investment, and our language and mindset about the area - along with our approach to the development of infrastructure in and around the Peninsula - should change. With the right vision, the creation of a vibrant truly integrated and thriving precinct is not only feasible, but also warranted - the shipbuilding program is truly a city-shaping opportunity for the State of South Australia.

Specifically, key areas of focus in the State Government's 20-year strategy should include:

Transportation

In 2016, less than 25% of the shipyard workforce were reported to be living on the Peninsula. This indicates that most ONS workers travel from outside the area for work. According to the Australian Bureau of Statistics 2019, the primary method of travel to work in the area is by car, and the statistics are well above average for SA, as demonstrated by Table 1 below (Australian Bureau of Statistics 2019).

Travel to work, top responses (Employed people aged 15 years and over)	North Haven	%	South Australia	%	Australia	%
Car, as driver	4,523	70.2	492,357	66	6,574,571	61.5
Train	315	4.9	9,046	1.2	488,012	4.6
Car, as passenger	262	4.1	34,003	4.6	489,922	4.6
Worked at home	134	2.1	32,679	4.4	503,582	4.7
Walked only	100	1.6	20,697	2.8	370,427	3.5
Travelled to work by public transport	477	7.4	53,457	7.2	1,225,668	11.5

Table 1 Travel to Work Data - North Haven (Australian Bureau of Statistics 2019)

Within the next 10 years, the ONS will be one of the State’s largest employment hubs and current transport infrastructure will not support the growth of the precinct. Infrastructure needs to be greatly improved to move employees and goods safely, efficiently and sustainably, to and from the Peninsula.

Transport planning for sustainability is a challenging issue. ONS for example is underserved by public transport and as such, use of cars is unavoidably encouraged by the lack of public transport and the availability of free parking. Transport initiatives, therefore, that should be considered to improve accesses and reduce automobile dependence into the area include, but not limited to:

- Integration of existing rail corridors to become an asset rather than an obstruction in support of the long-term future of the area, such as:
 - Increased passenger services
 - Installation of grade-separated crossings
 - Extension of light rail into the area - not just down Port Road, but a Light Rail Transit (LRT) system could be incorporated into the main roadway (Victoria Road). This would provide opportunity for multi modal transport down the centre corridor of the Peninsula.
- Significant improvement to bus services through increased numbers of services and routes that match the changes to passenger movements and needs throughout the area. Particularly the inclusion of bus services to the northern part of the ONS which is currently not serviced by any public transport.
- Increasing access to cyclists through:
 - Improved bike / train access by implementing cycle-friendly trains, incentivised travel (cyclists currently pay double), better travel times, increased frequency, reliability, and comfort
 - Improved “First/last mile” infrastructure including safer cycle links to and from industrial hubs and stations, secure bicycle parking facilities at stations, etc
 - Separated cycle paths avoiding heavy traffic and providing access to the greenspaces and the shipyard for residents, shipyard workers and cycling commuters.
- Improved walkability by;
 - Increasing density of neighbourhoods, enabling workers to live closer to their place of employment
 - Increased public transport in and to the area, and improved transport infrastructure to reduce dependence on cars and encourage walking to and from stations and stops
 - More attractive and greened streets and pathways with direct links to and from public transport to amenities and industrial hubs

- Improved pedestrian connectivity between local recreational and green spaces for residents, workers and visitors to the area.

Environment and Recreation

The Lefevre Peninsula is home to some truly unique and natural environments encompassing green corridors, conservation reserves, bird and dolphin sanctuaries, river ways, mangroves and beach fronts. Protecting and enhancing the unique ecosystem that co-exist with community and industry is fundamental to cultivating the delicate balance that will drive the transformation of this 'industrial zone and working port' into a vibrant, integrated and thriving precinct.

The urban form for the area is consistent with the general description of automobile cities. Most major elements of sustainable urban form are missing, particularly the lack of live/work/play lifestyles. There are some amenities available to residents including natural open spaces and community facilities, however these are underutilised and not well linked with industrial / residential elements, and aspects such as green urban transport, diverse housing options and a focus on community interactions are absent.

The implementation of initiatives such as native green corridors connecting the Port River to the ocean incorporating walking trails, cycle paths and information boards; the establishment of Living Shorelines to protect the coastline and river ways from the impacts of erosion caused by wave action from wind and increasing water traffic; and the remediation of areas such as the Mutton Cove Conservation Reserve will bring balance and ensure the natural beauty of the area is retained whilst creating a live/work/play lifestyle for the area.

To this end, ANI fully supports the City of Port Adelaide and Enfield's (CPAE) goal to create a 'city that cares for its natural environment and heritage' in order to develop a nature-based tourist destination for local, interstate and international visitors.

Improved and Sustainable Services

There is a realistic opportunity and need for Adelaide, including the peninsula, to become a truly low carbon emission and sustainable city. Initiatives for consideration include electrification of transport, and the promotion of solar power with central battery storage at both an industrial and community level. The peninsula could become a role model for sustainability in South Australia.

Renewal SA's draft Northern LeFevre Peninsula Master Plan encapsulates many of the initiatives discussed above. Australian Naval Infrastructure Pty Ltd (ANI) fully supports the Master Plan and will continue to work with Renewal SA to assist in the implementation of the proposed plans for the area.

The Commonwealth's continuous shipbuilding programme spending circa \$90 billion over 50 years provides a unique opportunity to create a vibrant peninsula which leads the way in providing a great place to live, work and play. This in turn will drive further investment and growth, delivering decades of prosperity for Adelaide and South Australia.

The opportunity is there - commitment, leadership and courage are required to grasp the full opportunity.

Yours sincerely,



DAVID KNOX
Managing Director & CEO