



# AGL Gas Import Jetty Project

AGL Wholesale Gas Limited

Desktop Social Impact Assessment

IS210700-EP-RP-008 | Final

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## Appendix A. Community Fund

## Glossary and Abbreviations

Abbreviations	Term	Definition
ABS	Australian Bureau of Statistics	
AGL	AGL Wholesale Gas Limited	The Project proponent
DELWP	Department of Environment, Land, Water and Planning (State)	
DoEE	Department of the Environment and Energy (Commonwealth)	
EES	Environment Effects Statement	
FSRU	Floating Storage and Regasification Unit	An LNG carrier that is used for floating storage and also has regasification equipment on board that allows it to directly send out high pressure gas to the market. Facility used for the vaporisation and pressurisation of natural gas.
LGA	Local Government Area	
LNG	Liquefied natural gas	LNG is natural gas (predominantly methane, CH <sub>4</sub> , with some mixture of ethane C <sub>2</sub> H <sub>6</sub> ) that has been converted to liquid form by chilling for ease of storage or transport.
the Project	AGL Gas Import Jetty Project	
SIA	Social Impact Assessment	

## Executive Summary

AGL Wholesale Gas Limited (AGL) is proposing to develop a Liquefied Natural Gas (LNG) import facility, utilising a Floating Storage and Regasification Unit (FSRU) to be located at Crib Point on Victoria's Mornington Peninsula. The project, known as the "AGL Gas Import Jetty Project" (the Project), comprises:

- The continuous mooring of a FSRU at the existing Crib Point Jetty, which will receive LNG carriers of approximately 300 m in length
- The construction of ancillary topside jetty infrastructure (Jetty Infrastructure), including high pressure gas unloading arms and a high pressure gas flowline mounted to the jetty and connecting to a flange on the landside component to allow connection to the Crib Point Pakenham Pipeline Project.

There are several other activities that are related to the Project. These include the Jetty Upgrade and the Crib Point Pakenham Pipeline Project (Pipeline Project) which are the subject of separate assessment and approval processes carried out by separate entities.

The Project's footprint within the Project Site will be limited to a gas flow line from the jetty to a valve adjacent to the Pipeline Project end of lines facilities, connecting to the natural gas transmission pipeline. Regardless of the Project's limited footprint, the proposed development of the entire landside component of the Project Site has been included in this assessment.

This desktop Social Impact Assessment examines the potential positive and negative social impacts associated with the Project for the community of Crib Point, the Shire of Mornington Peninsula and Victoria more generally.

It also outlines:

- Existing social conditions
- Key existing community issues
- Issues raised in submissions received by AGL
- Mitigation measures.

The key issues raised in the submissions of relevance to this assessment include:

- Concerns about the environmental impacts of both the construction and operation of the facility
- Perceived safety issues associated with severe weather conditions, accidents on site and increased ship movements
- Loss of acoustic and visual amenity associated with the Project
- Limited number of ongoing jobs created by the Project
- Loss of recreational and tourism opportunities associated with reduced access in and around Crib Point Jetty.

The key potential social benefits of the Project include:

- Maintain security and stability of gas procurement, to keep downward pressure on gas prices
- Increase in employment with up to 45 direct ongoing roles created for the Project.

A number of potential impacts requiring management both during construction and operation were also identified. These include:

- Reduced amenity for local residents and visitors to the foreshore during construction and operation
- Concerns about safety associated with increased traffic levels during construction and ongoing the operation of a facility
- Potential impacts on parking for visitors to the foreshore and the Victorian Maritime Centre

- Impacts on recreational boaters, anglers and other on surface users of Western Port associated with the small increase in ship movements and the establishment of the exclusion zone
- Community concerns about the impact on the environmental values of Western Port.

Overall the Project would be positive for the wider community in Victoria and beyond however, there is the potential for social impacts during the construction and operational phases. These impacts could be avoided or reduced through the application of the mitigation measures proposed in this report.

# 1. Introduction

## 1.1 Project Overview

AGL Wholesale Gas Limited (AGL) is proposing to develop a Liquefied Natural Gas (LNG) import facility, utilising a Floating Storage and Regasification Unit (FSRU) to be located at Crib Point on Victoria's Mornington Peninsula. The project, known as the "AGL Gas Import Jetty Project" (the Project), comprises:

- The continuous mooring of a FSRU at the existing Crib Point Jetty, which will receive LNG carriers of approximately 300 m in length
- The construction of ancillary topside jetty infrastructure (Jetty Infrastructure), including high pressure gas unloading arms and a high pressure gas flowline mounted to the jetty and connecting to a flange on the landside component to allow connection to the Crib Point Pakenham Pipeline Project.

There are several other activities that are related to the Project. These include the Jetty Upgrade and the Crib Point Pakenham Pipeline Project (Pipeline Project) which are the subject of separate assessment and approval processes carried out by separate entities.

As part of the Project, AGL propose to establish a community fund. Once established, this fund will aim to disperse \$7.5 million over the life of the Project and will be managed by a panel of local community members. Further information about the fund are provided in Appendix A.

## 1.2 Purpose of this Report

Jacobs Group (Australia) Pty Ltd (Jacobs) was engaged by AGL to prepare this assessment of the potential social impacts resulting from the Project. This Social Impact Assessment (SIA) has been prepared to support a referral under the *Environment Effects Act 1978*. The SIA is based on a desktop assessment.

## 1.3 Study Area

The Project Site includes the landside component known as allotment 2040 The Esplanade, Crib Point and the Crib Point Jetty.

The study area for the purposes of this SIA encompasses the Project Site and the wider region of the Mornington Peninsula Local Government Area (LGA) and in and around Crib Point, including Hastings. While the Project is located within the Mornington Peninsula LGA, it is recognised that the flow on positive impacts of the Project are likely to be experienced amongst the wider Victorian community.

## 1.4 Limitations

This assessment is based on desktop information only, including a review of the public submissions received by AGL (AGL 2018).

## 2. Legislation, Policy and Guidelines

This table provides for the legislation, policy and guidelines which are relevant to this assessment.

Table 2.1 : Applicable legislation, policy and guidelines

Legislation / policy	Key policies / strategies	Implications for this project	Approvals required	Timing/ interdependencies
<b>State</b>				
<i>Environment Effects Act 1978 and Ministerial guidelines for assessment of environmental effects under the Environment Effects Act 1978</i>	<p>A social impact assessment should consider the potential for changes to:</p> <ul style="list-style-type: none"> <li>Local population and demographic profile</li> <li>Social structure and networks</li> <li>Residential amenity and social well-being</li> <li>Social vulnerability and differential effects on parts of the community</li> <li>Housing and social infrastructure needs</li> <li>Perceptions of aesthetic, recreational and other social values of landscape or locality</li> <li>Attitudes to proposed development.</li> </ul>	These factors inform the criteria used for the impact assessment outlined in section 3.2 of this SIA	N/A	N/A
Planning and Environment Act 1987	<p>A key objective of the Act is (Section 4.2):</p> <p><i>(d) to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land.</i></p> <p>In preparing a planning scheme or amendment, a planning authority (Section 12.2):</p> <p><i>(c) may take into account its social effects and economic effects</i></p>	This social impact assessment identifies social effects that would inform the planning scheme amendment, if required.	N/A	N/A



Legislation / policy	Key policies / strategies	Implications for this project	Approvals required	Timing/ interdependencies
<b>Local</b>				
Mornington Peninsula Planning Scheme	The Planning Scheme sets out policies and provisions for the use, development and protection of land in the Mornington Peninsula. The key objective relevant to the project is to: <ul style="list-style-type: none"> <li>· Ensure design of development is responsive to site conditions and the character of the local area</li> </ul>	These factors inform the criteria used for the impact assessment.	N/A	N/A

### 3. Method

This section details the methods utilised for the social impact assessment of the Project.

#### 3.1 Methodology

The methodology adopted for this social impact assessment comprised a desktop assessment of potential social impacts and opportunities associated with the Project, including:

- A review of existing reports (see section 8 for details)
- Discussion with other specialists on details of Project
- Analysis of relevant maps such as aerial imagery
- Review of the Mornington Peninsula Shire websites for relevant information about community profile, recreational and tourist facilities and general community information
- Internet searches on key social features identified from analysis of maps
- Identification of existing social conditions and standout social issues and opportunities
- Identification of key potential social benefits
- Determination of recommended mitigation measures
- ABS Data
- Review of submissions AGL received from community organisations and individuals between the 13 June 2018 and 19 July 2018 (AGL 2018).

#### 3.2 Assessment Criteria

In order to scope the likely positive and negative social impacts of the Project in the study area, a range of assessment criteria were developed based on the requirements of the Ministerial guidelines for assessment of environmental effects under the Environment Effects Act 1978. The following is a description of the criteria used to assess the positive and negative social impacts associated with the Project in the study area:

- Amenity: changes to local amenity due to changes in noise, vibration, air quality or visual impacts
- Traffic: changes in traffic or local access as a result of the Project's construction
- Skills and employment: changes to employment or skills levels in the Mornington Peninsula region
- Energy security: changes to energy security for the community
- Recreation: changes to current recreational activities in proximity to the site
- Broader community response and impact on community values: how would the broader community view the development.

## 4. Existing Social Profile

This section provides an overview of the social conditions of the study area. It contains demographic information relating to the current and future population, age composition, housing and income. It also identifies places of special interest, including community facilities and services near to the Project. An overview of the region is also presented to provide context of social and environmental values for the study area and region. Most of the data contained in the social profile is derived from the 2016 Census unless stated otherwise.

### 4.1 The Region

The Mornington Peninsula LGA is located approximately 75 kilometres to the south of Melbourne, between Port Phillip Bay to the west and Western Port to the east.

The Project is located within Western Port, a large tidal bay opening into the Bass Strait which incorporates around 260 kilometres of coastline. The bay features two large islands; French Island, predominantly agricultural, and Phillip Island, known for its tourism industry. Hastings and Crib Point are key urban centres on the coastline of Western Port and for more than 50 years have hosted a number of industrial sites, including petroleum refining and storage as well as gas and steel processing facilities. Hastings also features the main boat landing point in the bay. A submarine, HMAS Otama, is moored near Crib Point and further south is HMAS Cerberus, a naval base.

Western Port is also used for recreational activities such as fishing and boating. It has been listed as an international Ramsar site since 1982 with international significance for migratory birds<sup>1</sup>. The high environmental, social and economic worth of Western Port is recognised further through the declaration of Western Port as an UNESCO Biosphere reserve and the presence of several Marine National Parks within the Ramsar site (Churchill Island, French Island and Yaringa).

### 4.2 Population

In 2016, there were 154,999 people living in the Mornington Peninsula LGA (see Table 4.1). Of these, 22,016 people lived in Hastings – Somers, and 3,183 people in Crib Point.

Crib Point had a high proportion of young people aged 19 years or younger compared with Mornington Peninsula and Victoria. However, Mornington Peninsula as a whole had a high proportion of older people aged 60 years and older. Retirement migration to the Mornington Peninsula is considered a key driver behind the aging of the population in the shire, especially on the southern Port Phillip coastal strip (Profile ID, 2015).

Table 4.1 : Population and age profile

Locality	Population			Age Profile (%)		
	2011	2016	Average annual growth rate 2011 – 2016 (%)	0-19 years	20-59 years	60+ years
Crib Point	2,839	3,183	2.3	26.0	53.8	20.1
Hastings - Somers	20,299	22,016	1.6	24.8	49.9	25.3
Shire of Mornington Peninsula	144,608	154,999	1.4	23.2	45.6	31.4
Victoria	5,354,042	5,926,624	2.1	24.3	54.8	21.0

Source: ABS 2011, ABS 2016

<sup>1</sup> <http://www.environment.gov.au/cgi-bin/wetlands/ramsardetails.pl?refcode=19>.

By year 2031, the population of Mornington Peninsula is projected to grow to approximately 181,800 people, an annual population growth rate of 1.0 per cent (see Table 4.2). This is lower than the projected annual population growth rate for Victoria as a whole, at 1.7 per cent.

Table 4.2 : Projected population growth, Mornington Peninsula and Victoria

	2011	2016	2021	2026	2031	Rate of change per annum 2011 - 2031
Mornington Peninsula	149,271	156,696	164,389	172,559	181,839	1.0%
Victoria	5,537,817	6,048,767	6,605,653	7,170,957	7,733,259	1.7%

Source: Victoria in Future, 2016

### 4.3 Housing and Income

At the 2016 Census, levels of household income were low in Crib Point and Hastings compared to Mornington Peninsula LGA and Victoria more generally (see Table 4.3). While the proportion of low income households in the study area were similar to the region and Victoria as a whole, the study area displayed low proportions of high income households compared to the region and Victoria.

Table 4.3 : Household incomes

Locality	Median weekly household income (\$)	Weekly gross household income	
		Less than \$650 household income	More than \$3,000 household income
Crib Point	1,167	23.0%	5.7%
Hastings - Somers	1,175	24.0%	8.6%
Mornington Peninsula	1,276	22.1%	13.2%
Victoria	1,419	20.3%	15.5%

Source: ABS 2016 Census

Composition of households and household size were similar across the study area and region (see Table 4.4). Over two thirds of households were family households, while around 25 per cent of households were single or lone person households. The average household size across the study area and region was around 2.4 people per household.

Table 4.4 : Household composition and size

Locality	Household composition (%)			Average household size (people)
	Family	Single	Group	
Crib Point	71.7	25.7	2.5	2.5
Hastings - Somers	70.3	27.2	2.4	2.4
Mornington Peninsula	71.0	26.9	2.0	2.4
Victoria	70.8	24.7	4.5	2.6

Source: ABS 2016 Census

#### 4.4 Places of Special Interest, Facilities and Services

There are a small number of community facilities and services, and places of special interest near the proposed Project Site. They include parks and reserves, which provide recreational opportunities for local communities and visitors and contribute to environmental and amenity values.

Places of special interest located near to the Project are described in Table 4.5.

Table 4.5 : Places of special interest near to Project

Place of special interest	Description
Victorian Maritime Centre (Figure 4.1, Figure 4.2) and HMAS Otama (Figure 4.3)	The Victorian Maritime Centre <sup>2</sup> is operated by the Western Port Oberon Association. The centre includes a museum and is open to the general public on weekends from 10am to 3pm. The centre is located at the former BP Refinery Administration Building, which is listed on the Victorian Heritage Register The Association manages the HMAS Otama Submarine, a decommissioned Australian Oberon class submarine, which has been anchored near Crib Point for over a decade. While the centre currently sits adjacent to the Crib Point Jetty on The Esplanade, the Association has plans to relocate the centre to the outer seawall of the Hastings Marina. This aspiration is not reflected in the draft Hastings Foreshore Precinct Plan (July 2017).
Woolleys Beach Reserve (Figure 4.1, Figure 4.4, Figure 4.5, Figure 4.6, Figure 4.7 and Figure 4.8)	Woolleys Beach Reserve <sup>3</sup> is located immediately south of the Project Site and extends to Stony Point. It features dense bushland supporting a variety of indigenous flora and fauna, BBQ, picnic facilities, and a boardwalk. It also features heritage items, including a Cool Room built in 1903, which is listed in the Heritage Overlay of the Mornington Peninsula Planning Scheme. The reserve is visited by many walking groups, naturalists and members of the local community who enjoy the amenity of the area.
Jacks Beach Reserve (Figure 4.1)	Jacks Beach is located on Woolleys Road, approximately 2 km north of the Project Site. The beach features heritage items, including a tanning pit and evidence of the old jetty. The area also features BBQ and picnic facilities, and parking is available on site.
Bittern Coastal Wetlands Boardwalk (Figure 4.1, Figure 4.9 and Figure 4.10)	The boardwalk commences in Hastings to the north of the Project Site and traverses the Warringine Park for 7 km, concluding at Jacks Beach approximately 2 km north of the Project Site. The boardwalk passes through mangroves, coastal wetlands, riparian vegetation and healthy woodlands, all home to a significant array of wildlife including birds, reptiles, fish and mammals. It is popular with both local and regional communities, including tourists.

<sup>2</sup> <http://www.maritimecentre.com.au/>

<sup>3</sup> <http://cribpointstonypointforeshore.com.au/foreshore-reserve>

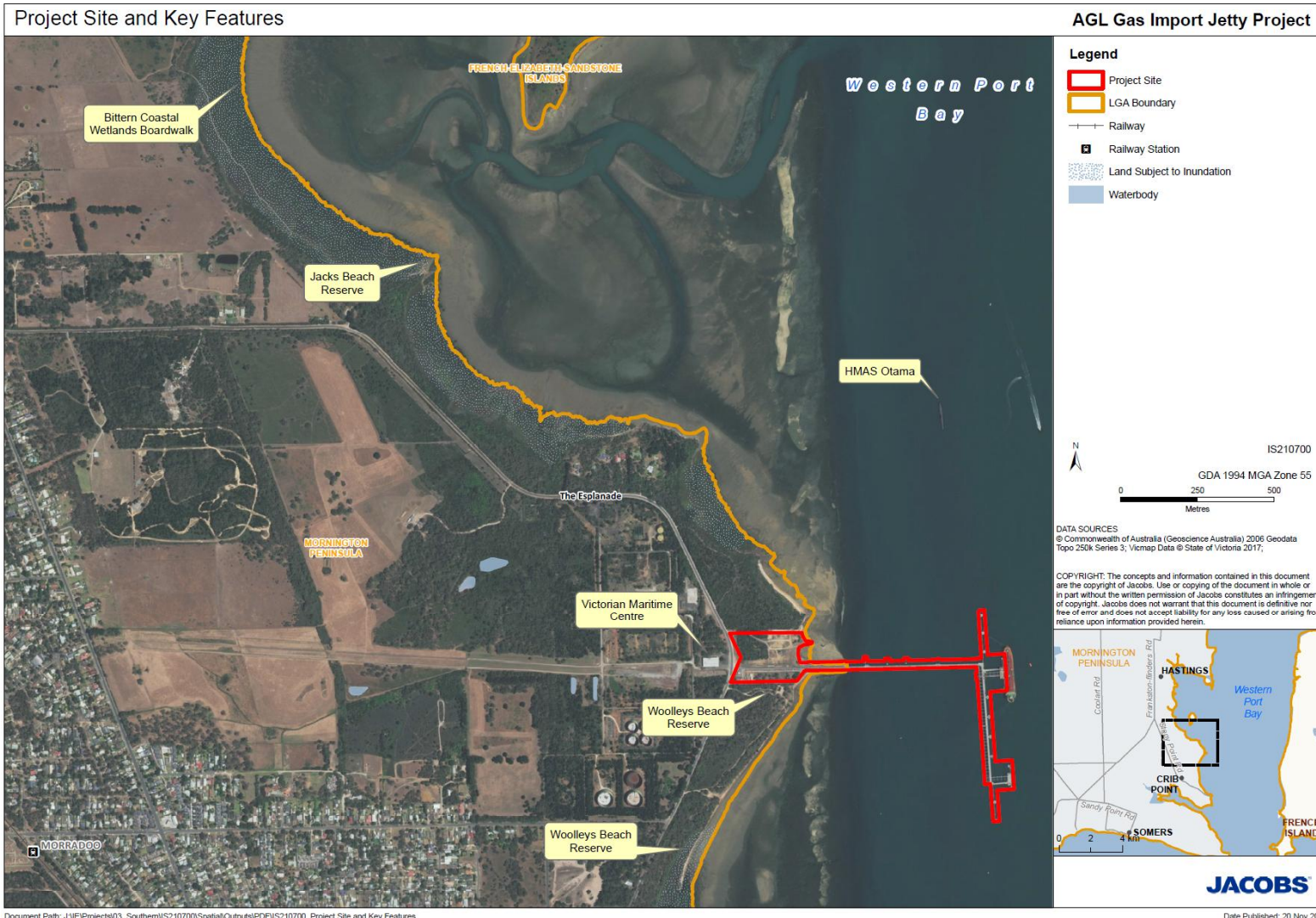


Figure 4.1: Places of special interest



Figure 4.2 : Victorian Maritime Centre, Former BP building



Figure 4.3 : HMAS Otama



Figure 4.4 : Woolleys Beach Reserve



Figure 4.5 : Woolleys Beach Reserve looking south





Figure 4.6 : Woolleys Beach Reserve looking north east towards the proposed berthing point for the gas import terminal



Figure 4.7 : Woolleys Beach Reserve looking west



Figure 4.8 : Woolleys Beach Reserve looking west



Figure 4.9 : Foreshore Reserve to the north of the existing Crib Point Jetty



Figure 4.10 : Foreshore Reserve to the north of the existing Crib Point Jetty

Community facilities and services located in Crib Point include:

- Woolleys Road Equestrian Reserve
- Bittern Primary School
- Crib Point State School
- St Joseph’s Catholic Primary School
- Crib Point Community House
- Crib Point Recreation Reserve, including a swimming pool, sporting oval and tennis courts
- Crib Point RSL
- Stony Point Boat Ramp and Ferry Terminal
- Stony Point Caravan Park.

These facilities are not expected to be affected by the Project as the FSRU and Jetty Infrastructure are located on the land in the Port Zone and are well separated from the above facilities.

## **4.5 The Area Surrounding the Project Site**

The Crib Point Jetty is located in an industrial foreshore setting and is identified in the Port of Hastings Land Use and Transport Strategy (Port of Hastings Corporation 2009) as being retained in the long term for use as a liquid bulk terminal. Immediately to the west of Crib Point are storage tanks associated with the former refinery (Figure 4.11).

Clause 18.03 (Port Planning) seeks:

*To recognise the transport and logistics role of Victoria’s commercial trading ports at Melbourne, Geelong, Hastings and Portland in supporting the State’s economy and to facilitate their ongoing*

*sustainable operation and development. Support the effective and competitive operation of Victoria's commercial trading ports at local, national and international levels.*

Strategies of relevance to this Project are:

*Provide for the ongoing development of ports in accordance with approved Port Development Strategies.*

*Identify and protect key transport corridors linking ports to the broader transport network. Manage any impacts of a commercial trading port and any related industrial development on nearby sensitive uses to minimise the impact of vibration light spill, noise and air emissions from port activities.*

The *Port of Hastings Land Use and Transport Strategy* is identified as a strategy which must be considered.

There are existing pipelines on and adjacent to Crib Point Jetty (Figure 4.12 and Figure 4.13) as well as a number of associated support buildings (Figure 4.14).

The foreshore, particularly to the north of Crib Point Jetty, is covered with a large amount of stone, broken brick, steel reinforcement and other building materials (Figure 4.15). The presence of these materials limit the number of recreational activities that can be undertaken at this beach.



Figure 4.11 : Storage tanks associated with the former refinery



Figure 4.12 : Pipeline heading west from the existing Crib Point Jetty



Figure 4.13 : Existing pipeline on the existing Crib Point Jetty



Figure 4.14 : Support buildings associated with the existing Crib Point Jetty



Figure 4.15 : Beach adjacent to the Project Site

**4.5.1 Existing shipping volumes in the Port of Hastings.**

Port of Hastings currently hosts a range of shipping activities, with an average of 142 vessels visiting each year over the last five years (PoHDA 2018). These vessels range in size and include oil tankers, product tankers, gas carriers and LPG ships.

**4.5.2 Draft Crib Point Township Plan 2011**

The draft Crib Point Township Plan 2011 was created to provide greater certainty for residents, landowners and stakeholders regarding the future of Crib Point. This was drafted at a time when the State Government was reviewing the use of land set aside for port purposes in proximity to Crib Point. The use of the land did not change and the Draft Crib Point Township Plan was not formally adopted by Council. While this Project would enable port activities to continue on site, there are a number of elements within the draft plan still of relevance to this assessment.

The draft Crib Point Township Plan identifies five focal points within Crib Point that would be key locations for information and facilities. One of these points covers the former BP refinery and Crib Point Jetty (Figure 4.16). However, the selection of this site assumes that the Crib Point Jetty would not be used for port activities into the future and that increasing tourism uses and facilities would be required to strengthen the local economy.

The draft plan also identifies a number of potential lookout points in proximity to the Crib Point Jetty, one immediately to the north, the next to the south and the third on the Jetty itself. Currently two of these lookout points are accessible (Figure 4.3, Figure 4.6, Figure 4.10), the third is blocked by existing facilities on the Crib Point Jetty (Figure 4.14).

The draft plan also highlights the coastal walking trail and bike paths which would need to be protected as part of any development.

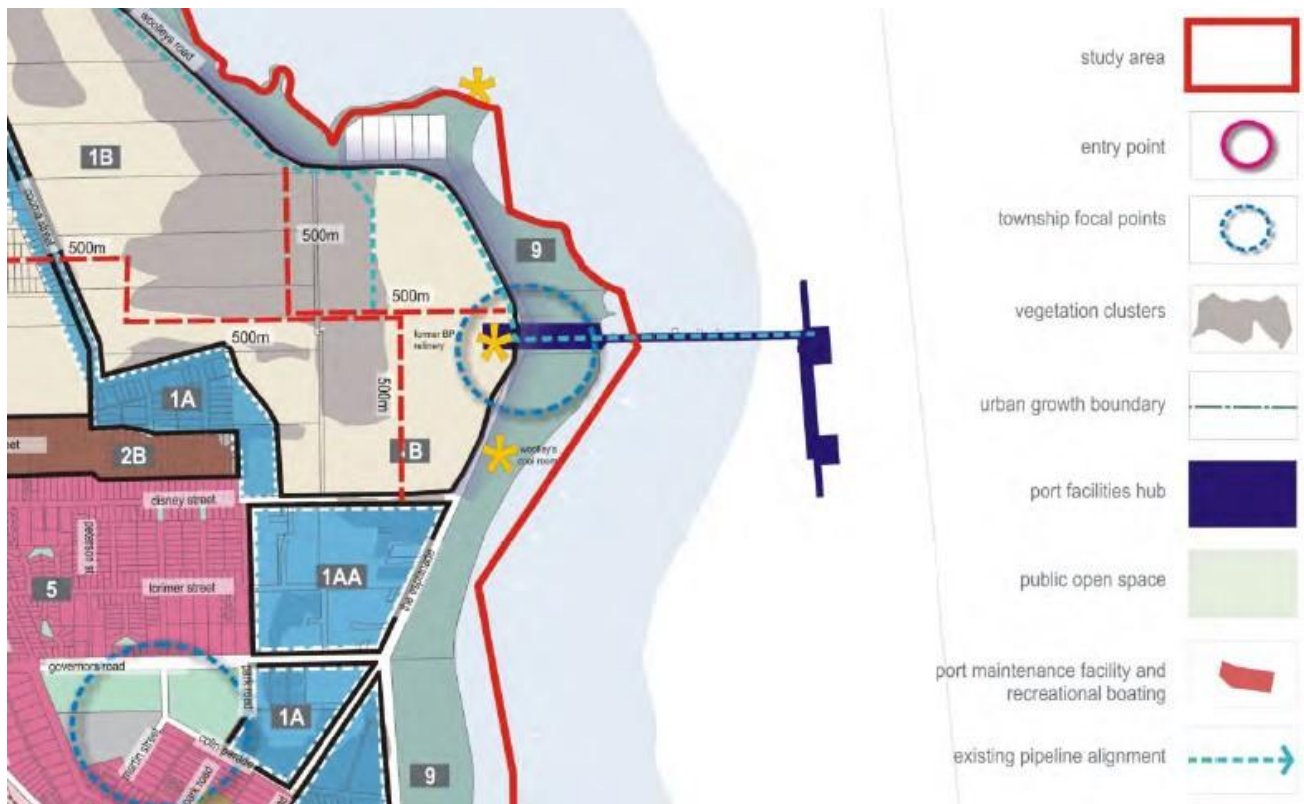


Figure 4.16 : Extract from the issues and opportunities figure showing a focal point on Crib Point Jetty, Source: MPS 2011

## 4.6 Community Consultation to Date

AGL continues to engage with key stakeholders and the community on the Project. To date this engagement has involved (AGL 2018):

- Community Drop in Sessions
- Stall at that Crib Point Community market
- Information sessions
- Community meetings
- Community presentations
- Briefings of councils, community groups and peak bodies
- Briefings with residents living in the immediate vicinity of the jetty
- Establishment of a website for stakeholder engagement: <http://www.engageagl.com.au/>.

Summary of key issues raised in community submissions to date

AGL received 36 submissions from community organisations and individuals between the 13 June 2018 and 19 July 2018. Within these submissions a number of concerns about the Project were raised.

- Environmental impacts. Concerns about the impacts of both the construction and operation of the facility were raised in submissions. Key points raised included:
  - Concerns about the impact of discharge from the facility into Western Port on endangered and marine species
  - Concerns about the noise and visual changes resulting from the Project and flow on impacts on marine species
  - Impacts on migratory birds and breeding grounds
  - Potential for non-compliance with Australian ballast water regulations resulting in the introduction of invasive species through ballast water from foreign ports
  - How spills of oil and other contaminants would be managed and what impact this would have on water quality in the bay
  - Impacts of construction and operation on the Ramsar listed wetlands, mangroves and agricultural land
  - The greenhouse gas emissions generated by the Project and how emissions would be offset.
- The potential safety hazard should the facility break from its mooring during severe weather conditions. Concerns were also raised in respect the potential for a fire, gas leak or explosion to occur on site and the impact this would have on the surrounding community and environment. A submitter also raised concerns about the safety associated with an increase in ship movements associated with the operation of the Project.
- Loss of acoustic and visual amenity associated with the Project. Concerns about the light emissions from safety and navigation lighting of the vessels and the noise associated with the operation of the vessels.
- Limited number of jobs potentially created by the Project longer term.
- Impacts on property values in Crib Point.
- Loss of recreational and tourism opportunities associated with reduced access in and around Crib Point Jetty.



## 4.7 Background Community Issues

This section discusses key community issues of relevance to this assessment.

### 4.7.1 Concerns about the effect of development in Western Port on the environment

In 2014, the Victorian government led a proposal to expand the Port of Hastings in Western Port as Melbourne's second container port. This proposal generated a number of concerns within segments of the community. These included concerns about the impact on the Ramsar listed wetlands and from the dredging of Western Port. Other concerns focused the substantial increase in heavy vehicle traffic in and around the port, potentially leading to significant amenity impacts for nearby residents and businesses.

Some community groups were opposed to this previous project due to the perceived impact on the environment and tourism. Elements of the angling community also opposed this previous development over concerns it would adversely impact recreational fishing.

While the State Government's infrastructure advisor, Infrastructure Victoria, has recommended that Victoria's second container port be located in Port Phillip Bay, there is still likely to be concerns within the community about developments that have the potential to affect the environmental and recreational values of Western Port.

### 4.7.2 Aspirations for future uses of the adjacent land

The land adjacent to the Crib Point Jetty was initially established as an industrial area accommodating a refinery for BP. The refinery was established in 1964-1965 and decommissioned in 1985, when, with the exception of the storage tanks, the majority of the onsite infrastructure was dismantled. The *Port of Hastings Land Use and Transport Strategy* notes that the Crib Point precinct adjacent to the Crib Point Jetty could be rezoned in part for community, recreational and environmental uses (Port of Hastings Corporation, 2009). The Crib Point and Stony Point Foreshore, is identified for environmental rehabilitation (Port of Hastings Corporation, 2009). At the time of writing no public available timings for these actions could be located.

### 4.7.3 Increased gas costs

The Australian Energy Market Operator expects Australia to have gas supply shortfalls by the end of the decade, due to factors such as international export markets, ageing infrastructure, state and territory bans (Australian Energy Market Operator, 2017). Shortfalls in supply would potentially increase the cost of gas. An increase in the cost of gas would have a direct impact on the heating and cooking costs for households across Victoria and the east coast of Australia. Increases in energy costs are a concern for Victorians (Futureye 2016).

## 5. Impact Assessment

This SIA has determined that the Project would deliver benefits for the community by contributing to energy security and the provision of employment opportunities for the local community.

### 5.1 Enhanced Energy Security and Reduced Gas Prices

The Project would benefit the wider Victorian Community and beyond by increasing the supply and security of domestic gas. An increase in gas supply would potentially put downward pressure on gas costs for households across Victoria and the east coast of Australia. This benefit is expected to be greatest for vulnerable households on lower incomes such as those receiving government pensions and allowances.

### 5.2 Employment Opportunities

The Project would create employment opportunities. It is anticipated the Project would directly create up to 45 ongoing roles in addition to the employment created during construction and ongoing indirect employment. The ongoing roles are likely to be filled by people from both within and outside the Shire of Mornington Peninsula. The ongoing nature of these roles and the lifespan of the Project presents an opportunity to increase the skills base and labour market in the Mornington Peninsula LGA.

### 5.3 Assessment Positive and Negative Social Impacts

The table below details the likely positive and negative impacts associated with the Project and the stakeholders likely to be affected by each. The criteria for determining the likely positive and negative impacts of the Project are outlined in Section 3.2.

Table 5.1 : Likely social impacts of the Project

Impact	Description	Stakeholders impacted
Amenity impacts	<p>As construction works would be largely limited to the cleared port area, the Project is not expected to significantly impact on amenity values. While there may be some minor noise impacts for approximately six months on the Victorian Maritime Centre, Woolleys Beach Reserve and the Bittern Coastal Wetlands Boardwalk during construction, this would largely be restricted to normal construction hours, reducing the overlap with times when these facilities may experience the most use. If the Project can avoid the peak summer period, they would reduce this impact further.</p> <p>During operation, it is possible that the continuously moored FSRU may impact on the visual or acoustic amenity for local residents and visitors to the foreshore, and for recreational users and tourism operators of the bay and nearby reserves. Offsetting this impact is the industrial setting of the site and the existing industrial activities already on Crib Point Jetty.</p>	<ul style="list-style-type: none"> <li>· Local government</li> <li>· Landholders in proximity to the Project Site, or who have view of the Project Site</li> <li>· Local community</li> <li>· Tourist industry</li> <li>· Recreational users.</li> </ul>
Traffic impacts	<p>During the construction phase of the Project (approximately six months), an increase in levels of traffic would be expected, including heavy vehicles along The Esplanade. This could be of concern for landholders located on or near to The Esplanade as well as people recreating in the area. Construction would be expected to be contained to normal construction working hours (Monday to Friday during the day and Saturday mornings), therefore this would likely reduce any potential impacts.</p> <p>Visitors to the Victorian Maritime Centre and users of the reserves and foreshore would also likely be concerned about any loss of parking associated with the construction workforce, particularly were to occur on weekends. This impact can be avoided through the use of an appropriate traffic management plan that prohibits the use of these sites for Project parking.</p>	<ul style="list-style-type: none"> <li>· Local government</li> <li>· Landholders on or in proximity to The Esplanade</li> <li>· Local community</li> <li>· Victorian Maritime Centre.</li> </ul>

Impact	Description	Stakeholders impacted
Impact on employment	It is anticipated the Project would create up to 45 ongoing direct roles in addition to the employment created during construction. The ongoing roles are likely to be filled by people from within and outside Mornington Peninsula Shire. The ongoing nature of these roles and the lifespan of the Project presents an opportunity to increase the skills base and labour market in Mornington Peninsula LGA.	<ul style="list-style-type: none"> <li>· State and local government</li> <li>· Local businesses</li> <li>· Local community</li> </ul>
Future viability of energy security in region and beyond	The Project would benefit the wider Victorian community and beyond by increasing the domestic gas supply and improving energy security. An increase in gas supply would potentially put downward pressure on gas costs for households across Victoria and the east coast of Australia. This benefit is expected to be greatest for vulnerable households on lower incomes such as those receiving government pensions and allowances.	<ul style="list-style-type: none"> <li>· Federal, State and Local government</li> <li>· Local and regional businesses</li> <li>· Local communities</li> <li>· Wider Victorian communities.</li> </ul>
Recreational impacts and impact on tourism industry	<p>During the six months of construction the Project is not anticipated to directly impact on recreational facilities, however, there may be short term disruptions to pedestrians and cyclists crossing the western end of Crib Point site as construction traffic enters or exits the site.</p> <p>During operation, the movement of large ships within Western Port may impact on some recreational uses, including for recreational boaters, fishers, and those who engage in water sports, through increased boat traffic in the local region. The placement of an exclusion zone around moored ships is also likely to have a localised impact on recreational activities in proximity to the jetty. This impact is expected to be minor given the small number of expected ship movements (up to 40 LNG carriers are expected each year, equating to less than one per week).</p>	<ul style="list-style-type: none"> <li>· Tourist industry</li> <li>· Local community</li> <li>· Recreational users.</li> </ul>
Broader community response and impact on community values	<p>Construction activities and operations may be perceived to adversely impact on the environmental values of the bay. However, the level of concern is likely to be reduced once affected stakeholders and the wider community understand the scale of activity proposed.</p> <p>There may also be a smaller number of people concerned about the possibility of accidental spillages, discharges or other failures on site. This level of concern is likely to decline if the Project can demonstrate the appropriate environmental controls for construction and environmental activities.</p> <p>The ongoing operation of a facility importing gas could create safety concerns amongst some local residents. However, these concerns are likely to be addressed through the proactive provision of information about the facility and the measures that allow for its safe operation.</p> <p>The operation of the community fund also has the potential to benefit the local and wider community by supporting community groups and community development programs.</p>	<ul style="list-style-type: none"> <li>· Local community</li> <li>· Local government</li> <li>· Landholders in proximity to the Project Site, or who have view of the Project Site</li> <li>· Tourist industry</li> <li>· Environmental groups.</li> </ul>

## 6. Management and Mitigation

Overall, the Project would be positive for the wider community in Victoria and beyond. The following mitigation measures are suggested to avoid or reduce the potential social impacts associated with the Project.

- **Community and stakeholder engagement.** AGL is already engaging with key stakeholders and the community about the Project. As the Project proceeds, AGL should continue to provide accurate and timely information to all interested stakeholders. This would help the community to remain informed and provide feedback.
- As part of the community and stakeholder engagement process, AGL should demonstrate how issues raised are being responded to within project planning and delivery. AGL should also continue to respond to community feedback and adapt its consultation approach where appropriate.
- **Local employees and contractors.** Where possible use local labour / contractors to diversify the local labour market and provide an opportunity to attract or retain working age people within the Mornington Peninsula LGA
- **Traffic management planning.** To the extent possible, AGL should avoid the use of public parking for the construction and operational workforce, through the provision of on-site dedicated parking or other means. Traffic management should also be put in place to maintain pedestrian and cycling access along the foreshore reserve if this access was to be interrupted by construction activities.
- **Out of hours works.** Engage with key stakeholders and the community in advance of any out of hours works and minimise construction activities during periods where they are likely to clash with peak periods of foreshore use.

## 7. Conclusion

The Project would have a positive impact on the local and regional community by enhancing energy security and increasing gas supply at a time when gas prices are increasing. An increase in gas supply would potentially put downward pressure on gas costs for households across Victoria and the east coast of Australia. This benefit is expected to be greatest for vulnerable households on lower incomes such as those receiving government pensions and allowances. The Project would also see an increase in employment with up to 45 ongoing direct roles created in addition to the employment created during construction.

During construction, there would be acoustic impacts on amenity at the Victorian Maritime Centre, Woolleys Beach Reserve and the Bittern Coastal Wetlands Boardwalk. However, this would largely be restricted to normal construction hours, avoiding times when these facilities may experience the most use. Likewise impacts on recreation are anticipated to be minor given works would largely occur during normal construction hours over a period of approximately six months and limited to the area in and around the cleared port area.

During operation, the movement of large ships within Western Port may impact on some recreational uses, including recreational boaters, fishers, and those who engage in water sports, through increased boat traffic in the local region. The placement of an exclusion zone around moored ships is also likely to have a localised impact on recreational activities in proximity to the jetty. This impact is expected to be minor given the small number of expected ship movements (up to 40 LNG carriers are expected each year, equating to less than one per week). The recreation and related amenity impacts associated with the operation of the facility are likely to be offset or minimised by the existing industrial setting and activities already on the Crib Point Jetty.

Overall, the Project would be positive for the wider community in Victoria and beyond however, there is the potential for social impacts during the construction and operational phases. These impacts could be avoided or reduced through the application of the mitigation measures proposed in this report.

## 8. References

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## Appendix A. Community Fund

As part of the Project, AGL propose to establish a community fund. Once established, this fund will aim to disperse \$7.5 million over the life of the Project and would be managed by a panel of local community members.

Consistent with other projects, the fund would focus on the provision of sponsorships and donations to community groups and programs as well as funding community development programs.

The focus of the community fund will be determined in consultation with the local community, however, consistent with other AGL community funds, it could target the following areas:

- Education
- Youth
- Environment
- Health, safety and wellbeing
- Community infrastructure
- Arts and culture
- Economic development
- Social welfare.