

Transport for NSW

**Ferry Wharves at La Perouse and
Kurnell Draft Feasibility Study**

Submissions Report

245379-REP-02

Final | 1

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 245379-00

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1 Introduction

1.1 Background

Transport for NSW (TfNSW) commissioned Arup to conduct a study on the re-establishment of the La Perouse to Kurnell Ferry Wharves in 2015. The intent of the study was to undertake preliminary economic, environmental, social and transport investigations and assessments to inform decision-makers on the feasibility of introducing new wharves at La Perouse and Kurnell for a passenger ferry service.

The *Draft Feasibility Study Report for Ferry Wharves at La Perouse and Kurnell* was made available for public comment from 5 July to 12 August 2016. This report has been prepared to provide an overview of engagement activities undertaken during this time. It also provides details of the feedback received during the public comment period.

1.2 Locality and context

La Perouse and Kurnell are located on the northern and southern sides of the entrance to Botany Bay. Both La Perouse and Kurnell have a variety of land uses encompassed by suburban communities, commercial and industrial precincts, and the Kamay Botany Bay National Park (refer to Figure 1).

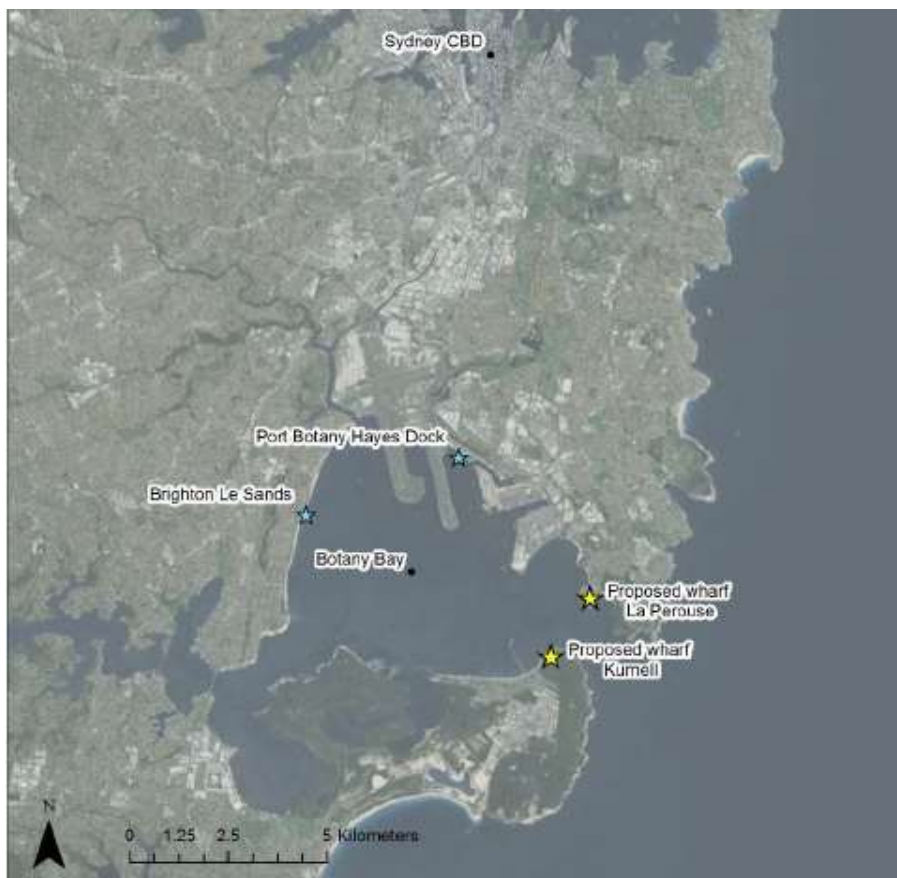


Figure 1: Locality plan showing La Perouse and Kurnell study area

1.3 History

Between the 1890s and 1974, a passenger ferry service operated between La Perouse and Kurnell. The service provided access to the city and the eastern suburbs, as well as providing an affordable day trip activity, popular with families during weekends and holidays. The trip was a short 20 minute crossing. The service stopped operating in 1974 after the wharves were severely damaged during a major storm event.

Since the discontinuation of this ferry service, various local governments and members of the community have proposed the reintroduction of the service.

In the late 1990s, a task force comprising local government, the NSW National Parks and Wildlife Service and other community groups formally commissioned a feasibility study for reintroducing such as service. The project did not proceed after completion of the study.

1.4 Project overview

In 2015, TfNSW released *The Botany Bay, Georges River and Port Hacking Regional Boating Plan*. The Plan identifies priority projects and actions to keep the waterways of Botany Bay and its upstream tributaries including the Georges River safe, improve accessibility, and enhance the overall boating experience.

The Plan identifies this study as a Priority Regional Project. The study coincides with the impending 250th anniversary of Lieutenant Cook's landing at the Kurnell Meeting Place in 2020.

Wharves at La Perouse and Kurnell could potentially be used for a variety of purposes including tourism and commuting. The wharf infrastructure could also potentially be used by other commercial and recreational vessels.

A copy of the *Draft Feasibility Study Report for Ferry Wharves at La Perouse and Kurnell* is available at <http://www.transport.nsw.gov.au/projects-laperouse-and-kurnell-ferry-wharves>.

2 Consultation to Date

The study has been directed by a Project Control Group (PCG) which includes the following key government stakeholders (in no particular order):

- Transport for NSW (the study proponent)
- NSW National Parks and Wildlife Service
- Randwick City Council and
- Sutherland Shire Council.

All members of the PCG were active in jointly establishing the study terms of reference, and attending and contributing to regular PCG progress meetings over the development of the study. The PCG members also formally reviewed initial drafts of the Feasibility Study Report and provided comments that were addressed in the *Draft Feasibility Study Report*.

A preliminary meeting with the La Perouse Local Aboriginal Land Council (LPLALC) to discuss the proposed ferry service was held on Thursday 17 December 2015. The meeting included an overview of the project by TfNSW and Arup representatives, as well as a preliminary discussion of proposed wharf locations in relation to Aboriginal sites. At the meeting initial comments were received from the LPLALC on the study and it was agreed that the draft study report will be forwarded to the LPLALC for review and formal comment.

In addition, a number of commercial vessel passenger service companies with existing operations in the Greater Sydney region were contacted to obtain initial comments and gauge interest in a prospective ferry service between La Perouse and Kurnell.

The wider public engagement on the *Draft Feasibility Study Report* is the most recent consultation completed for the project and is the subject of this report.

3 Public consultation

In February 2015, the NSW Government announced that the NSW government would investigate the feasibility of reinstating ferry wharves at La Perouse and Kurnell for tourism, commercial and recreational uses.

The announcement generated interest in the community and media, with information available in the St George and Sutherland Shire Leader (<http://www.theleader.com.au/story/2876762/70k-for-ferry-study-kurnell-to-la-perouse-link-explored/>) and on the Member for Cronulla's website (<https://www.markspeakman.com.au/media/media-releases/kurnell-wharf-study>).

A commitment was made to seek public feedback on the draft report. Feedback received from the community has been used to prepare a final version of the feasibility study.

This feedback has also identified potential issues and opportunities for investigation as part of any further planning completed for new ferry wharves at La Perouse and Kurnell.

During the public comment period community consultation activities included:

- placement of information on TfNSW's website to make information readily available to the public
- distribution of project flyers to residents and businesses in areas adjacent to the potential ferry wharf locations to publicise community information sessions and the project webpage
- advertising in local newspapers to notify the public of the project details, webpage and public information sessions
- a media release to publicise the public comment period
- community drop in sessions to allow the public to view the draft feasibility report and talk to members of the project team.

This was supported by two community sessions where people were invited to come and speak to the team about the project.

Feedback was also sought directly from key agencies and stakeholders including:

- Randwick City Council
- Sutherland Shire Council
- National Parks and Wildlife Service
- NSW Ports
- Port Authority of New South Wales
- La Perouse Local Aboriginal Land Council.

3.1 Website

A copy of the *Draft Feasibility Study Report for Ferry Wharves at La Perouse and Kurnell*, information about the project and details of how to provide feedback were made available on dedicated project page on TfNSW’s website (see Figure 2)

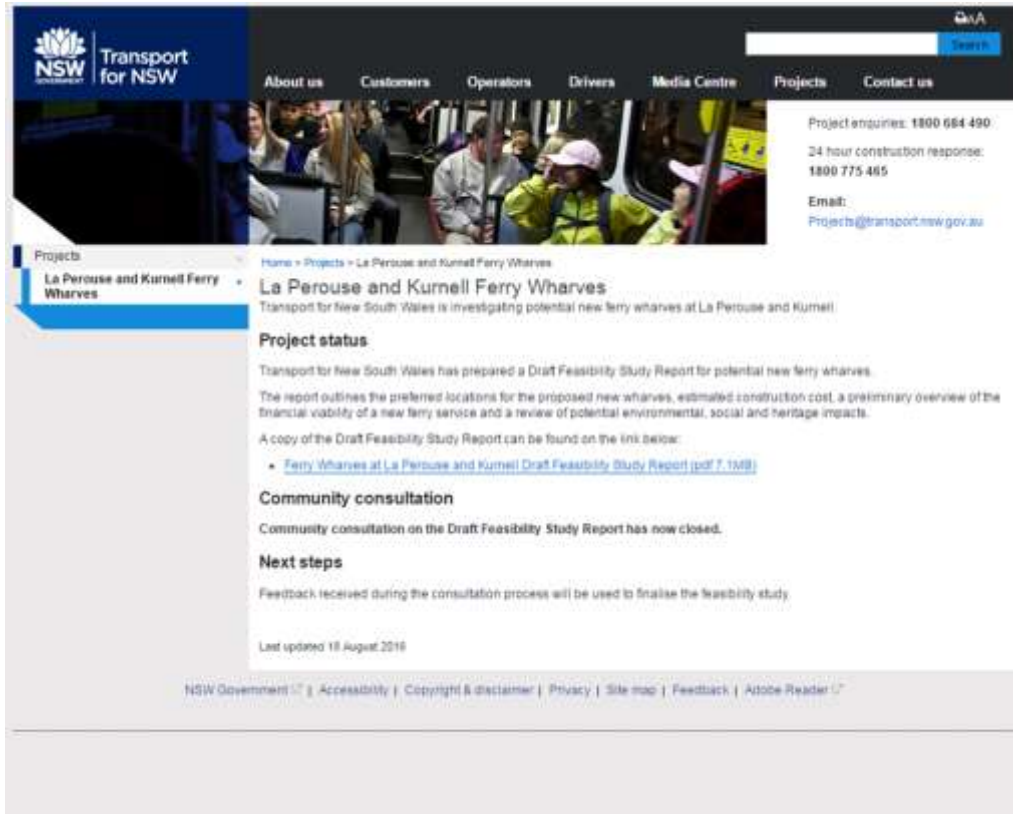


Figure 2: TfNSW project website - www.transport.nsw.gov.au/projects-laperouse-and-kurnell-ferry-wharves

3.2 Project flyers

A flyer (Figure 3) providing information about the Draft Feasibility Study Report and details about the community information sessions were distributed to more than 2,500 residents and business in areas adjacent to the proposed ferry wharf locations:

- Kurnell - 960 businesses and residential dwellings in the suburb of Kurnell
- La Perouse - 1,646 businesses and residential dwellings in the suburbs of Phillip Bay, Little Bay and La Perouse.

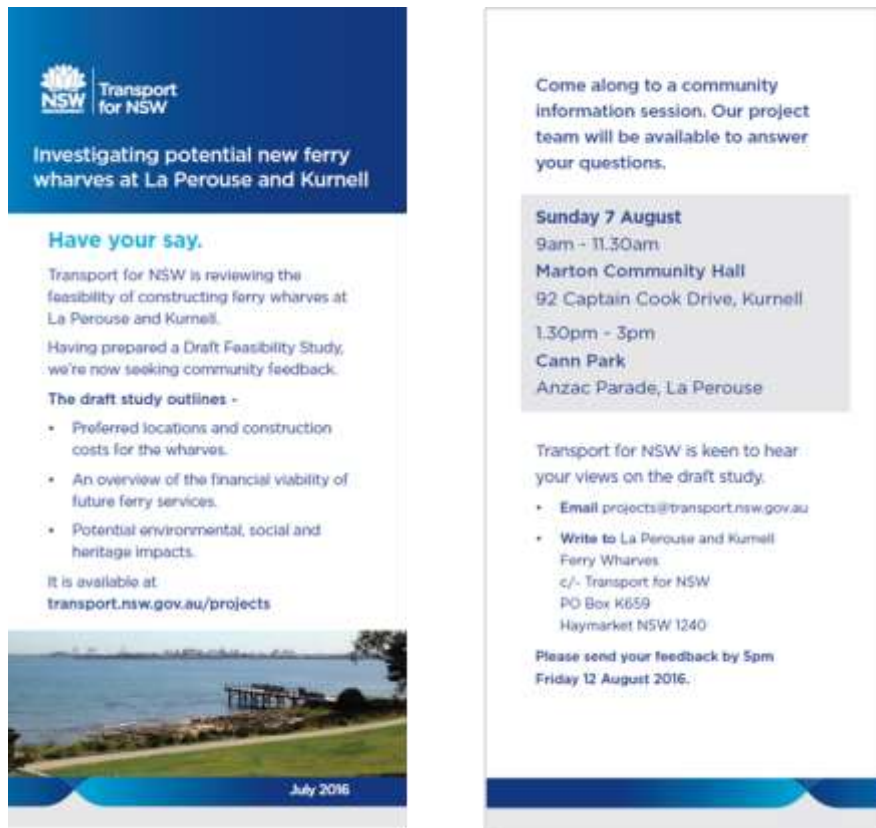


Figure 3: Community flyer for public consultation

3.3 Advertising

Advertisements were placed in the Southern Courier (Tuesday 2 August 2016 - Figure 4) and the St George and Sutherland Shire Leader (Wednesday 3 August 2016 - Figure 5) to inform the community about the Draft Feasibility Study Report, the community information sessions and encourage them to find out more and provide feedback.



Figure 4: Public consultation advertising in Southern Courier (Tuesday 2 August 2016)

The image shows a newspaper page with a public consultation advertisement for Transport for NSW. The ad is titled "Investigating potential new ferry wharves at La Perouse and Kurnell" and asks for feedback on a draft feasibility study. It includes contact details for the Merton Community Hall and a deadline of Friday 12 August 2016. The newspaper page also features a "Drive" section with a "Camry hybrid in demand" article, a "HELPING WOMEN MOVE FORWARD" article, and a "TAKE ADVANTAGE OF THIS SOLAR PANEL DEAL" advertisement for EURO SOLAR.

Figure 5: Public consultation advertising in St George and Sutherland Shire Leader (Wednesday 3 August 2016)

3.4 Media Relations

TfNSW distributed a media release on Tuesday 5 July 2016 about the ferry wharves project (see Figure 6).

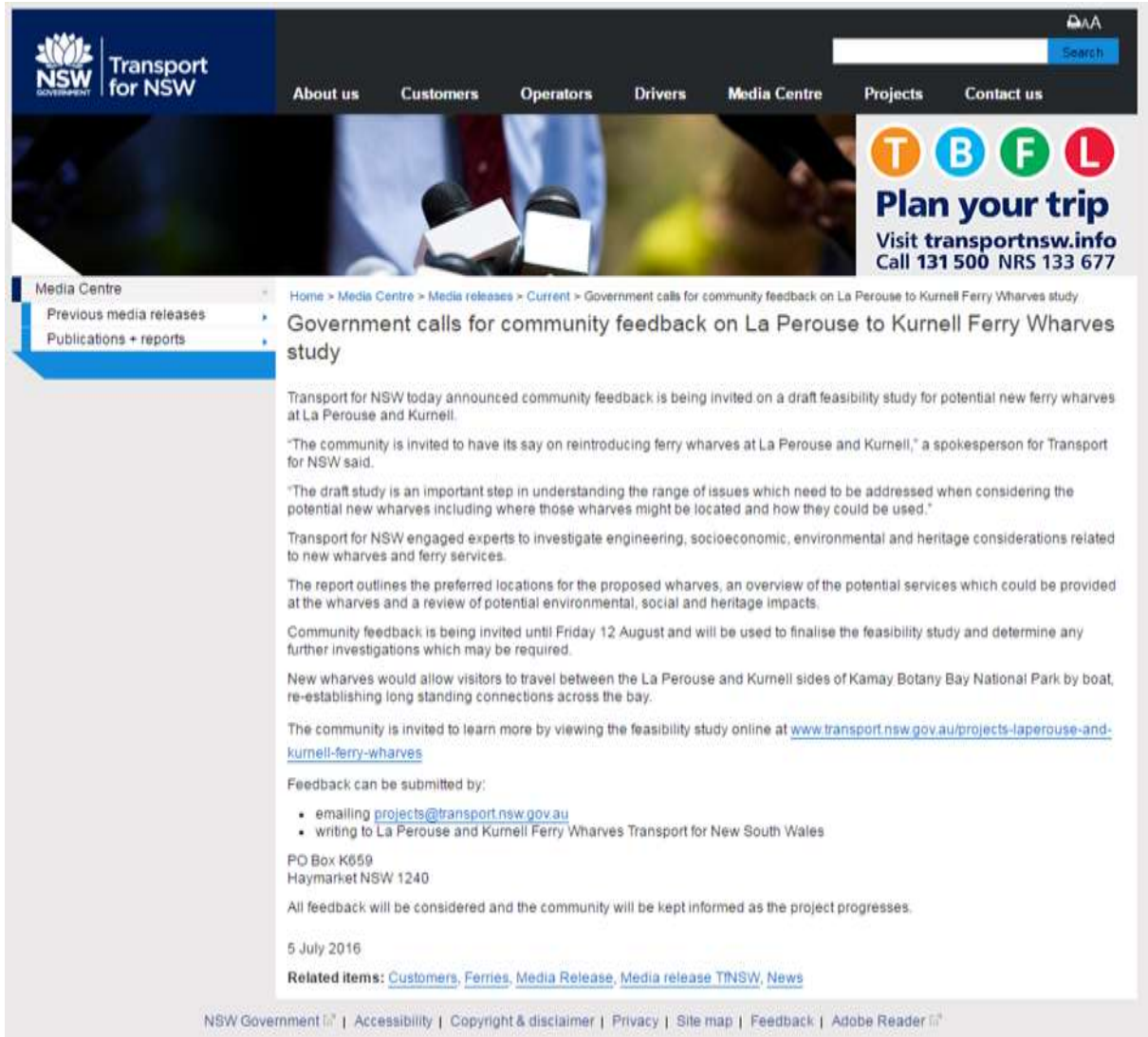


Figure 6: TfNSW media release requesting community feedback

The media release generated a number of media stories, including a news story shown on Channel 7 news, as shown in Figure 7.



Figure 7: Media story on Channel 7 News – 9 June 2016

<https://au.news.yahoo.com/nsw/a/32091136/ferry-plan-for-sydneys-botany-bay/#page1>

Other articles included

- St George and Sutherland Shire Leader published on 6 July 2016 (see Figure 8).
- The Daily Telegraph published on the 18 July 2016 (see Figure 9).
- The Daily Telegraph – 18 July 2016 (see Figure 10)
- St George and Sutherland Shire Leader published on 31 August 2016 (see Figure 11).

Articles about the Draft Feasibility Study Report were also included on

- Member for Cronulla's website (<https://www.markspeakman.com.au/media/media-releases/community-invited-have-its-say-kurnell-and-la-perouse-wharves>)
- Bus Australia's website (<http://www.busaustralia.com/forum/viewtopic.php?f=3&t=82844>).



Figure 8: Media story in St George and Sutherland Shire Leader – 6 July 2015



Figure 9: Media story in The Daily Telegraph – 18 July 2016
www.dailytelegraph.com.au/newslocal/city-east/17-million-dollar-proposal-to-revive-la-perouse-to-kurnell-ferry/news-story/12b27901266c2ca6fc0393de648ab17a



Figure 10: Media story in The Daily Telegraph – 18 July 2016
www.dailytelegraph.com.au/news/nsw/plans-to-resurrect-botanybay-ferry/news-story/ddfc34f795561b84b44880b3e52d13f5



Figure 11: Media story in the St George and Sutherland leader – 31 August 2016
www.theleader.com.au/story/2876762/70k-for-ferry-study-kurnell-to-la-perouse-link-explored/

3.5 Community drop-in sessions

Community information sessions were held in Kurnell and La Perouse on Sunday 7 August 2016. These locations were chosen as they are the suburbs where ferry wharves could be potentially be located.

3.5.1 Kurnell

The Kurnell session was held at Marton Community Hall from 9:00am to 11:30am with 12 people attending the 'drop in style event. Key themes discussed included:

- Economic rationale for the project
- Car parking requirements
- Private vessel use of the ferry wharves.

3.5.2 La Perouse

The La Perouse session was held at Cann Park from 1:30pm to 3:00pm with around 30 people attending. Key themes discussed included:

- Traffic flows
- Car parking requirements
- Economic rationale for the project.

4 Submissions

A total of 111 submissions were received during the public comment period which ran from 5 July to 12 August 2016.

Of the 111 submissions received:

- 82 (74%) expressed support for potential new ferry wharves at Kurnell and La Perouse
- 12 (11%) were unsupportive of potential new ferry wharves at Kurnell and La Perouse
- 17 (15%) were neutral.

The main reasons given for supporting for the potential new ferry wharves were:

- Economic development and tourism opportunities
- Improved access to Kamay Botany Bay National Park
- Providing an alternative to driving to travel from La Perouse to Kurnell.

The main reasons given for not supporting the potential new ferry wharves were:

- Traffic and parking impacts
- Unsupportive of government subsidising a ferry service
- Social impacts on local residents.

The following table provides an overview of the key themes from the submissions received.

Summary of Feedback	TfNSW Response
Support for ferry service	
Submissions supporting the reintroduction of a ferry service between La Perouse and Kurnell.	Noted.
Submissions that are unresponsive of ferry services been reintroduced between La Perouse and Kurnell.	Noted.
Accessibility and connectivity	
Connections to existing public transport services including availability and timing of services.	Noted. Connections to other public transport services were considered in the wharf siting analysis and demand forecast. The Draft Feasibility Study Report recommends that improving intermodal links to the wharves (e.g. synchronising timetabling, increasing frequency of buses) be considered in future planning phases.
Suggestion to increase bus services from La Perouse to the City.	Noted. Supporting transport services would be considered further during future planning phases.
Suggestion to increase bus services from Kurnell to other areas with Sutherland Shire.	Noted. Supporting transport services would be considered further during future planning phases.
Suggestion for ferry services to integrate with Opal ticketing.	Noted.
Provide additional wharves in the South Sydney area.	The purpose of this study was to investigate the potential re-establishment of wharves at La Perouse and Kurnell. The potential to provide infrastructure additional to these wharves will be considered in future planning phases.
Provision of bicycle facilities on ferries and connectivity to cycle ways.	The Draft Feasibility Study Report highlights that ferry vessels should be flexible enough to accommodate bicycles. Opportunities to improve cycle ways to and from the proposed ferry wharves would be investigated during future planning phases.
Accessibility of ferry wharves and ferry vessels.	The NSW Long Term Transport Masterplan identifies that infrastructure needs to comply with national disability access standards. The new wharves will be required to be designed to meet the relevant legislation and guidance for disability access.

Summary of Feedback	TfNSW Response
Availability of ferry wharves for recreational users and other vessel operators.	The proposed ferry wharves would be public wharves available for commercial and recreational use. Suggestions for a boat ramp to be included with any new infrastructure have been noted and will be considered during future planning phases.
Recreational fishing from the new wharves.	Access arrangements for all wharf uses, including recreational fishing, will be investigated further during future planning phases.
Community and social	
Concerns about negative impacts on local residents in La Perouse.	Noted. Potential social impacts would be considered further during future planning phases.
Concerns about negative impacts on local residents in Kurnell.	Noted. Potential social impacts would be considered further during future planning phases.
Concerns about an increase in litter from more people visiting the area.	Noted. Potential social impacts would be considered further during future planning phases.
Concerns about an increase in crime from more people visiting the area and security of any new facilities.	Noted. Potential social impacts would be considered further during future planning phases.
Suggestion to implement an Indigenous training program during construction of the wharves.	Suggestion noted. Should the project proceed to the next development stages, construction and operation opportunities, including opportunities for apprentice or trainee programs will be considered further.
Consider interactions with existing local events, such as the Kurnell Triathlon Series.	Noted.
Traffic and parking	
Traffic impacts at La Perouse and Kurnell.	Noted. Further, more detailed investigation on potential traffic impacts and mitigation measures would be required during future planning phases.
Parking impacts at La Perouse and Kurnell.	Noted. The availability of nearby car parking will be an important consideration should new wharves at La Perouse and Kurnell be introduced. A preliminary assessment suggests that additional car parking spaces could be required to support the ferry service. Further investigations into traffic and parking impacts would need to be completed during future planning phases.

Summary of Feedback	TfNSW Response
Economics and business case	
Potential for new business opportunities such as restaurants and tourism services.	<p>The Draft Feasibility Study Report highlights that direct possible economic benefits would consist of revenue from ferry fares and refreshments serviced on-board, as well as economic stimulus for La Perouse and Kurnell local businesses (e.g. food and drink, retail).</p> <p>The increased accessibility of tourist destinations and suburbs could bring indirect economic benefits in the longer term, such as an increase in house prices and an increase of tourists to the Sydney region. The economic benefits of the project would be considered in further detail during future planning phases.</p>
Ferry wharves are not the best use of tax payer’s money.	Noted. Preliminary studies have found that a ferry service between La Perouse and Kurnell is not likely to be commercially viable for commuters only and that some form of government assistance is likely to be required to facilitate establishment of a service. The economic costs and benefits of potential new ferry wharves at La Perouse and Kurnell would need to be explored further during future planning phases.
Suggestion for TfNSW to enter into for a public private partnership with La Perouse Local Aboriginal Land Council and Tribal Warrior Aboriginal Corporation.	Noted. Should the project proceed to the next development stages, construction and operation opportunities, including public private partnerships will be considered further.
Consider proposed local development in demand forecasts.	Noted. Population forecasts, including a potential population increase from developments in nearby areas would be considered further during future planning phases.
Environment	
Consideration of environmental impacts on the land and marine environment and migratory shorebirds.	The Draft Feasibility Study Report’s preliminary environmental assessment suggests that significant environmental impacts are not likely with appropriate management measures. Further environmental assessments would be required during future planning phases.
Planning for the ferry wharves should be consistent with the Kamay Botany Bay Plan of Management.	Noted. TfNSW will continue to consult with National Parks and Wildlife during future planning phases.
Consideration of extreme weather conditions.	The wharf design will need to take account of extreme weather conditions particularly wave impacts. Requirements for addressing extreme weather conditions will be explored further in future planning studies.

Summary of Feedback	TfNSW Response
Culture and heritage	
Consideration of Aboriginal heritage and the Aboriginal Land Rights Act.	<p>A high level review of Aboriginal and non-Indigenous (historical) heritage was undertaken to inform the Draft Feasibility Study Report. The impact on sensitive heritage areas (Aboriginal and European heritage) was considered in the wharf siting assessment.</p> <p>A detailed archaeological assessment and field survey would be required as part of any future planning, in order to accurately assess archaeological potential for the project.</p> <p>Further engagement with the La Perouse Local Aboriginal Land Council about heritage and design would be undertaken during any future planning phases.</p>
Consideration of any impacts on Lieutenant Cook's Landing Place at Kurnell.	<p>The Draft Feasibility Study Report highlights that the design of the wharf and associated infrastructure should minimise impacts to heritage values. It may be possible to include viewing platforms to sites of significance (e.g. Cook's monument) to complement existing viewing opportunities and interpretive materials.</p> <p>Incorporation of heritage elements into the design would be further considered during future planning phases. Further consultation would also need to be undertaken with Office of Environment and Heritage as part of this planning process.</p>
Ferry service and infrastructure	
Consideration of a vehicular ferry.	The feasibility study has considered providing wharves to facilitate a passenger ferry service. A vehicular ferry service is not being considered by TfNSW.
Consider interactions with existing maritime traffic and shipping/port operations.	Noted. Feedback about maritime planning has been further considered and will be included in the final report. Further consultation with maritime stakeholders, such as the Port Authority of NSW, would be required during any further planning for potential new ferry wharves.
Concern about use of Hayes Dock for ferry layup and servicing.	Noted. Feedback about maritime planning has been further considered and will be a in the final report. Further consultation with maritime stakeholders, such as the Port Authority of NSW, would be required during any further planning for potential new ferry wharves.
Suggestions for additional wharves and ferry services at Sydney Airport, Brighton-Le-Sands, Cooks River, Dolls Point, Kyeemagh, Port Botany, Ramsgate, Taren Point, Tempe and Yarra Bay.	Noted. The feasibility study has primarily considered a ferry service between La Perouse and Kurnell. Suggestions to service other locations would be explored during future planning phases.

Summary of Feedback	TfNSW Response
Suggestion for a ferry service from Botany Bay to Sydney Harbour.	Noted. A Botany Bay to Sydney Harbour passenger ferry service connection has not been the focus of this study. The provision of new public wharves may be attractive to an operator for such a service. Further consultation with service operators would be required during future planning phases.
Suggestion for wharf facilities to accommodate larger vessels and include a swing mooring.	Noted.

5 Next steps

Feedback received from the community and stakeholders will be used to finalise the feasibility study.

Key issues raised during the public comment period will be investigated in more detail during future planning into potential new ferry wharves at La Perouse and Kurnell.