

Kamay Ferry Wharves

Issues raised by the community and other stakeholders from July 2020- January 2021

Below are the categories of issues raised by the range of stakeholders and the projects response to those issues including how and where they will be considered as part of future project stages.

Issues raised by community and other stakeholders and responses to issues

Category	Issue raised	Response
Project need and benefit and including Budget/cost	Relationship of the project to the proposed cruise terminal and in particular: <ul style="list-style-type: none"> the motive for development is creating the infrastructure to support the cruise ship terminal that the wharf length and the commercial vehicles referred to are for cruise ships concern about Covid-19 and cruise ships. 	The Kamay ferry wharves project is independent of, and separate to, any other infrastructure or development proposals for Botany Bay or wider locality including the cruise terminal proposal. The location and design of the wharves would not be able to accommodate cruise ships.
	Justification for cost of project and infrastructure to support it including: <ul style="list-style-type: none"> Concern about the lack of government financial backing and potential need for additional local funding Need for additional associated infrastructure to make it workable - roads, parking, transport facilities, etc Questioning the need, benefit, costs and research to back up the need Belief that it will require creative accounting to justify the service and associated infrastructure to make it work Concern the cost of the destruction of the bay is greater than the benefit. 	Reinstating the wharves and associated infrastructure is expected to provide the following benefits: <ul style="list-style-type: none"> Significant cultural and economic benefits to local Aboriginal people providing a meaningful step towards reconciliation at the location of the First Meeting Place Creation of active transport alternatives facilitating mode shift away from private vehicle use and net reduction in carbon emissions Enabling realisation of the Kamay 2020 Master Plan objectives and benefits through an improved sense of arrival and increased visitation on both sides of the Kamay Botany Bay National Park

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	<ul style="list-style-type: none"> • Question about what would happen if the feasibility study found that the wharves are not financially viable • Belief that it is waste of taxpayer money and that the service will not be used • Belief that extension of the service to other parts of the bay will make it more likely to be viable • Need for a cheaper and more appropriate option – not considered to be a commercially viable service • Concern the project money will be used with planning meetings and conferences • Government handing over more public space for private profit at the expense of public amenity/facilities • Need for money to be spent on improving public transport to the area such as a train or light rail continuation • Need to show benefit of the project in the light of Aboriginal concerns • Need to be benefits for the Aboriginal community in construction and operation - retail opportunities, cultural awareness, cultural tours and selling artefacts • Funding should be channelled into alternative transport to benefit more people like extension of light rail (to places such as Maroubra or Malabar). 	<ul style="list-style-type: none"> • Safer access for recreational fishers contributing to a potential reduction in rock fishing incidents in the region • The missing link for walking and cycling routes around Botany Bay and along the coastline • Improved access and facilities for recreational vessels • Investment opportunities leading to creation of jobs and wider economic benefits, in particular to the construction, tourism and hospitality sectors <p>The project supports the initiatives in the following NSW Government plans:</p> <ul style="list-style-type: none"> • NSW Future Transport Strategy 2056 • South East Sydney Transport Strategy • NSW Tourism and Transport Plan • Transport for NSW's Reconciliation Action Plan • NSW Maritime Infrastructure Plan • Kamay Botany Bay National Park (KBBNP) Master Plan <p>The project is part of a joint NSW and Australian government commitment, which received an additional \$16 million boost in maritime stimulus funding in late 2020 to bring the total funding commitment for this project to \$34 million.</p>
	<p>Purpose of the service including:</p> <ul style="list-style-type: none"> • Question of who is going to use it and its role/values as a commuter and/or recreation service • Lack of benefits from wharves for those in Kurnell and belief that the model of use discourages travel from Kurnell to La Perouse. • Concern that it is too expensive for recreational use and takes too much time for commuters. • The potential viability of the service as an alternative to get to UNSW and other destinations for students and workers from Sutherland Shire. 	<p>The primary use of the wharves is expected to be a ferry service for visitors to the area, and by the local community, for cultural, tourism and recreational purposes.</p> <p>Commuters are potential secondary users of a ferry service, with the majority of commuters expected to originate from the Kurnell side and travel to the eastern suburbs and Sydney CBD for work. The wharf infrastructure would also be available for short-term use by non-ferry commercial vessel operators (such as whale watching) and will be available to community members including recreational boat users and fishers.</p>
Route	<p>Potential for the ferry route and activity to cause interference and safety issues with - recreational boating, spear fishing, Yarra Bay Sailing Club and industrial activities in the bay including major shipping lanes.</p>	<p>The EIS will assess the potential impacts to existing port operations and propose mitigation measures that will be implemented to ensure that any such impact is not significant.</p>

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	Need for the ferry route to avoid impacting the nearby seagrass/fish habitat and nursery areas/cockle beds.	The EIS will assess the potential impacts to nearby seagrass/fish habitat and nursery areas/cockle beds and propose mitigation measures that will be implemented to ensure that any such impact is not significant.
	<p>Suggestion for additional services/stops:</p> <ul style="list-style-type: none"> • Service for Georges River similar to Parramatta ferry service • Should include Brighton Le Sands – important for access to Rockdale (should be mid-point on the journey). • Need to connect with Bundeena ferry and Cronulla train • Servicing of various additional locations including: Sans Souci, Brighton Le Sands, Georges River, Como, Cronulla, Rockdale, Taren Point, Dolls Point and Ramsgate. • Services to Circular Quay. 	<p>Transport for NSW is aware of the desire to expand ferry services to locations beyond La Perouse and Kurnell. In particular, it is understood that Bayside Council is interested in see wharves in Sans Souci and Brighton Le Sands to complement this project</p> <p>At this stage, the project scope is limited to the reinstatement of wharves at La Perouse and Kurnell. However, the design of the wharves allows for their use within a potential future expanded ferry network</p>
	<p>Alternative locations to those proposed:</p> <p>On the Kurnell side –</p> <ul style="list-style-type: none"> • the wharf at Shark Park at the footy stadium and • Woolooware Bay - already expanded for population growth, bus services and is accessible by train. <p>On the La Perouse side –</p> <ul style="list-style-type: none"> • Foreshore Drive, Botany boat ramp to cater for the airport and Port Botany workers and bring people to the footy. 	The proposal to reinstate the wharves at the locations of the previous wharves was based on an options assessment considering factors including accessibility, proximity to the National Park, operational requirements, and environmental sensitivities. Details of the consideration and assessment of options will be included in the EIS
Parking and traffic in general	<p>Concern that road infrastructure is not adequate as the recent road upgrade has rendered the road one way - during busy periods as two cars cannot pass with a parked car.</p> <p>Concern about recent incidents when emergency vehicles were unable to access the area at peak times on the weekend.</p> <p>Concern that the ferries and wharves are going to attract a significant number of new visitors/tourists coming by car to the area.</p> <p>Lack of adequate existing parking and need for more parking at both La Perouse and Kurnell.</p> <p>Concern about recent boom in tourism leading to need to revisit the 2016 feasibility study especially in relation to traffic and parking impacts.</p>	<p>The EIS will assess the potential impacts to traffic and parking and will propose mitigation measures that will be implemented to ensure that any such impact is not significant.</p> <p>Traffic and parking surveys and onsite observations have been undertaken to inform the design and EIS. This has included collecting data during peak periods on how many cars access the locations, where people are coming from, how long they stay, and the capacity of parking bays over time.</p> <p>The design includes new carparks at both La Perouse and Kurnell that will service the increased demand likely to occur as a result of the project.</p> <p>Consultation with local government is ongoing in relation to this issue, including in regard to the quantity and location of new car parks proposed at each location.</p>

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Parking	<p>Parking at Kurnell – issues include:</p> <ul style="list-style-type: none"> • Parking at the National Park is at capacity and overcrowded most weekends with overflow on the streets. The gates are regularly closed on Sundays and surrounding roads are congested with narrow roadways and no room for expansion. • Residents within 300m of the National Park cannot have visitors on the weekends as there is no parking. • Concern that the green space near the shore will be used for parking and belief that it should be confined to the park. <p>Need to discourage parking in Kurnell to avoid overcrowding with commuters (park and ride back down the peninsula with an on-demand service to the wharf).</p>	<p>We acknowledge the presence of existing parking related issues at both sites. The issue is an important consideration and will be assessed in detail in the EIS.</p> <p>The intention is that the project will offset any impacts it has to parking at both sites.</p> <p>Additional parking is also proposed at Kurnell within the National Park (by National Parks and Wildlife Services), as part of Stage 1 of the Kamay Botany Bay National Park Master Plan. These new car parks within the Park are expected to contribute to an easing of the existing car parking capacity issue.</p>
	<p>Parking at La Perouse – issues include:</p> <ul style="list-style-type: none"> • Belief that the re-design of existing parking area to increase it to just 16 car spaces is insufficient. • Suggestion that a nearby parking station further up the road be established with shuttle transport/regular commuter bus. • Concern that 15 car spaces for 250 passengers doesn't add up. • 15-20 car parks spaces will not be sufficient to meet the demand – it will fit one ferry of commuters at best. • Suggestion for putting in timed parking to alleviate parking pressure - some people park all day if they are going to the beach. • Concern that due to parking demand people will park on the Aboriginal reserve that is private property. • 	<p>We acknowledge the presence of existing parking related issues at both sites. The issue is an important consideration and will be assessed in detail in the EIS.</p> <p>The intention is that the project will offset any impacts it has to parking at both sites.</p>
Traffic Congestion	<p>Kurnell</p> <ul style="list-style-type: none"> • The single lane road in and out of Kurnell is no longer sufficient. • Problem with existing trucks. • Serious vehicle accidents shut the road completely for hours – there is need to contingency in the case of emergencies. • Concern about one exit road. The priority should be to create a second exit or at least a dual carriageway on Captain Cook Drive, upgrade of road to Cronulla. • Kamay National Park is overcrowded by visitors. Concern about event access and mitigations and need to relocate events. 	<p>We acknowledge the presence of existing traffic related issues at both sites. The issue is an important consideration and will be assessed in detail in the EIS.</p> <p>The intention is that the project will offset any impacts it has to traffic congestion at both sites.</p>

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	<p>La Perouse</p> <ul style="list-style-type: none"> The proposed wharf will increase traffic without plans to widen Anzac Parade and Bunnerong Road. Summer/weekends there is already a line-up of cars from Military Rd to La Perouse. The area is overcrowded and congested. Concern that the roads and transport options are already stretched to their limit. 	<p>We acknowledge the presence of existing traffic related issues at both sites. The issue is an important consideration and will be assessed in detail in the EIS.</p> <p>The intention is that the project will offset any impacts it has to traffic congestion at both sites.</p>
<p>Public Bus Routes/ Other integrated transport</p>	<p>Suggestion to include as part of the proposal</p> <ul style="list-style-type: none"> Co-ordinated buses/public transport at each end to reach sites on each side for tourists. More frequent bus services from Kurnell to Cronulla and La Perouse into the city. Alternate transport should the service be unavailable /overloaded? Connection to a wharf near Rockdale where there is a good transport network. Express bus service from the Juniors Kingsford interchange to the wharf. <p>Concern about</p> <ul style="list-style-type: none"> Already limited public transport to La Perouse, further cuts proposed and privatisation of buses and that private buses won't provide the same service. Lack of bus services which currently run to Kurnell hourly, with limited services outside of weekday shopping hours. additional people impacting already stretched public transport services from La Perouse to the city. the proposed benefit of additional public transport weighed against concern about the resulting traffic impacts. 	<p>The project scope includes the wharf infrastructure only, however TfNSW has also been considering options for improvement to transport connections to complement the wharves. Further information is found in the South East Sydney Transport Strategy which provides a blueprint for transforming the way people travel to, within and through South East Sydney to 2056.</p>
	<p>Service needs to accept Opal cards.</p>	<p>The design includes provision for ticketing facilities.</p>
	<p>Need to be bike hire facilities at the wharves.</p>	<p>There are no current plans to provide bike hire facilities at the wharves as part of this project.</p>
	<p>Need to link with cycle paths and be part of enhancing this network in line with local Council plans.</p>	<p>The project will complement the Principal Bicycle Network which has been co-designed by TfNSW and council's. The PBN will deliver a safe, connected cycling network around strategic centres within 10km of the Harbour CBD and within 5km of all other strategic centres. Further information is found in the South East Sydney Transport Strategy which provides a blueprint for transforming the way people travel to, within and through South East Sydney to 2056.</p>

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EIS process and in particular the Planning and Engagement process	Indigenous people need to be consulted via the LALC and other means - the wharves should reflect that engagement.	Detail of the Aboriginal community engagement, including all organisations that the project team has spoken with, will be set out in a report of the consultation that will be available with the release of the EIS.
	Concern about lack of engagement with the local Aboriginal communities and the influence of Aboriginal community and culture on the project.	The La Perouse Local Aboriginal Land Council is considered a key project stakeholder and have been consulted on a regular basis from the beginning of the project.
	Need for planned and costed master plan for the area addressing the future growth, transport issues (including parking) and other impacts as a result of various changes being proposed to meet the needs of the area. Need to integrate with the 2007 Master Plan.	The 2018 Master Plan prepared by NPWS built upon the information in the 2007 Master Plan.
		This project is part of the Kamay Botany Bay National Park Master Plan
		TfNSW has developed the South East Sydney Transport Strategy which provides a blueprint for transforming the way people travel to, within and through South East Sydney to 2056.
	Concern that the project was not mentioned in Sydney Ferries 20 year plan in 2013.	The 2013 Sydney's Ferry Future report focussed on the NSW Government commitments for an immediate program of improvements to the existing commuter ferry wharves network and services within Sydney Harbour and the Paramatta River
	Belief that the EIS is actually for Cruise Terminal infrastructure (potentially to be achieved through project modification).	The ferry wharves project is independent of, and separate to, any other infrastructure or development proposals for Botany Bay or wider locality including the cruise terminal proposal. The location and design of the wharves would not be able to accommodate cruise ships.
	Concern about the design of the survey being skewed and biased.	The issues raised in the survey are listed in this table and detail of all responses to the survey will be outlined in a report of the consultation that will be available with the release of the EIS. The survey was to understand concerns but also understand the future benefits of the potential ferry wharves
Concern about lack of consultation with directly affected residents on both sides and lack of consultation with community regarding geotechnical site investigations on land and water.	Details of communication and dialogue with directly affected residents will be provided in a report of the consultation that will be made available at the time of the release of the EIS. The immediate community was notified of the geotechnical investigation at least a week in advance of this activity. The engagement with the community will continue over the coming months. Covid-19 has meant that face to face meetings have, in some situations, been replaced with on-line meetings	

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EIS process and in particular the studies and assessment being undertaken	Desire for further community engagement after the EIS is completed.	Engagement will continue through the duration of the exhibition of the EIS and beyond as required.
	Concern about: <ul style="list-style-type: none"> • The potential impact on sea grass during construction and operation. This has ecological significance and cultural significance to the Aboriginal community. • Lack of marine environment surveys. • Growth of seagrass is seasonal and it cannot be assessed at just one time of the year. • The need for studies to look at the impact on existing fish – not just the habitat. November is the time for fish when the weather is warm. 	The location and layout of the wharves has been designed to avoid impacts on sensitive Posidonia Australis seagrass where possible. The location of seagrass has been identified through detailed surveys. DPI Fisheries, Gamay Rangers and UNSW have been consulted as part of these surveys and potential project impacts on seagrass.
	Interest of involvement of Aboriginal organisations in future marine survey and monitoring.	Procurement of services for marine surveys and monitoring during construction will be considered should the EIS be approved noting the capability and interest from Aboriginal organisations.
	Concern about a detailed report with “answers” to mitigate risks but the project will be another attack on natural and cultural heritage. Potential to impact/destroy seven Aboriginal heritage sites in immediate area. Need for preservation of cultural sites and cultural heritage in the area including Aboriginal engravings.	The project has been designed to avoid and minimise impacts on the environment, including on cultural heritage. The EIS will assess the potential impacts to underwater cultural heritage, Aboriginal and non-Aboriginal heritage and propose mitigation measures that will be implemented to ensure that any such impact is not significant. TfNSW’s Procedure for Aboriginal Cultural Heritage Consultation and Investigation (PACHCI) is being followed, which includes participation from Registered Aboriginal Parties and the local Aboriginal community.
Biodiversity impacts (impacts to sea grass, vegetation, seahorse, etc)	Use of and impact on Aboriginal Lands/Aboriginal land rights	There are no formal Native Title Claims registered in the project areas. The project construction requires temporary occupation of land around the proposed wharves. Once constructed, the wharves will permanently occupy land required for operation.
	Potential implications on the environment and wildlife and especially endangered marine life and impact of: <ul style="list-style-type: none"> • construction and operation and wave impact on seagrasses and the need to protect sea grasses and endemic species. • existing swing moorings and further recreation boating activity on the sea grasses. • construction or the permanent wharf footings on crabs in the area and cultural fishing. Concern about the rare species of sea horse (weedy sea dragon) - their habitat and that they will be covered in sediment.	The EIS will assess the potential impacts to marine biodiversity and propose mitigation measures that will be implemented to ensure that any such impact is not significant. The design and construction will avoid impacts to marine biodiversity as much as possible. A Marine Biodiversity Offset Strategy is being prepared in consultation with DPI Fisheries which will provide for offsets to any potential impacts on marine biodiversity that cannot be avoided. Details of this Marine Biodiversity Offset Strategy will be included in the EIS.

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	<p>Concern about the impact of construction and operation and the need to preserve the RAMSAR wetland that is Towra Point - an important site.</p> <p>Inability to assure that there will be no impact on Towra Point and endangered migrating birds such as the Eastern Tern. This is a significant intact portion of mangroves and rare salt marsh that supports an ecosystem.</p>	<p>Assessment of marine biodiversity impacts in the EIS will consider impacts on the Towra Point wetland including migratory birds</p>
	<p>Need to involve Towra team of Aboriginal trainees managed by NPWS.</p>	<p>Procurement for implementation of the Marine Biodiversity Offset Strategy will consider local Aboriginal groups. The project team has been working with the Gamay Rangers through project stages to date but can extend this involvement to other Aboriginal groups.</p>
	<p>Concern that oil pollutants will wash up from the ferries and effect in making the bay dirty.</p>	<p>Ferry operators will be responsible for maintaining and managing vessels to avoid spills, including the preparation and implementation of a spill management plan.</p>
	<p>Concern about PFAS and mercury in sediment – and want to be sure that there is a study to check this won't be disturbed?</p>	<p>A Detailed Site Investigation as part of the EIS will assess the likelihood of contaminants in sediments and how these should be appropriately managed.</p>
<p>Social impacts (fishing areas, conflict of users, amenity)</p>	<p>Concern about:</p> <ul style="list-style-type: none"> • number of people it attracts destroying peace and quiet and privacy and laid back flair • The areas not being equipped for additional tourists. • The increasing popularity of the area in the light of overcrowding of other areas. • Shops/businesses in La Perouse being overrun • The beaches being overrun. 	<p>The project aims to improve the visitor experience for people already going to La Perouse and Kurnell.</p> <p>It is envisaged that the number of new people coming to La Perouse and Kurnell as result of the wharves at peak times will be relatively small.</p>
	<p>Concern about the surrounding visage.</p>	<p>The EIS will assess the potential impacts to landscape character and visual amenity and propose mitigation measures that will be implemented to ensure that any such impact is not significant.</p> <p>The wharves have been designed to have minimal impact on the character and visual amenity of the existing environment.</p>
	<p>Concern about the resulting wave action from the ferries affecting the calm waters that people seek on the beaches.</p>	<p>Assessment of the operation of wharves and ferry services on coastal process is included in the EIS</p>
	<p>Impact on families and kids who swim at Frenchmans Beach as result of swell, oil and fuel on swimmers.</p>	<p>The EIS will assess the potential impacts of the operation of wharves and ferry services on coastal process and propose mitigation measures that will be implemented to ensure that any such impact is not significant.</p>

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	Loss/ destruction of scarce green space to build infrastructure	Ferry operators will be responsible for maintaining and managing vessels to avoid spills, including the preparation and implementation of a spill management plan. The wharves have been designed with a minimal footprint on the land at each location. There will be landscaped areas including seating at the wharf tie-in areas for public amenity.
	Impact of this project on future development, housing and protection of culture in the area. Concern about plan being to over develop Kurnell with high rise flats and use La Perouse as commuter hub to CBD. Fear that there is already over development and developers will seek to influence the are rezoning and the local community will have to start another battle against the developers and the State. The Meritons and Mirvac's will replace houses and open spaces with apartments and turn La Perouse into Eastgardens and Mascot.	This project is part of the Kamay Botany Bay National Park Kurnell Precinct Master Plan . The reinstatement of the historical wharves and ferry service is identified as part of Stage 1 of this Master Plan. The ferry service would improve the connection between La Perouse and Kurnell and provide a new type of visitor experience for those entering/travelling around the National Park. There is no land rezoning proposed as part of the project.
	Impact on recreational diving with the water no longer being suitable for this activity. Impact on scuba access due to the ferry movements. Concern that there will be no access allowed under and around the wharf. Restrictions on use of surrounding area as result of the service. Concerns about impact on cultural fishing, the marine ecology and the ability to dive as a result of the movement, wave changes and operation of the ferry near the shoreline.	The EIS will assess the potential marine biodiversity and recreational use impacts from the operation of wharves and ferry service and propose mitigation measures that will be implemented to ensure that any such impact is not significant.
	Need to provide for access for recreation fishing areas and by boat and by land.	The wharves will provide short term berthing access for recreational boating. Recreational fishing will also be allowed from the wharves
	Concern about the health of the Indigenous population.	The project team has been working with the La Perouse Local Aboriginal Land Council to encourage the participation of Aboriginal people in the project to maximise social, cultural and health outcomes for the community.
Noise impacts (construction or operation)	Existing issues/complaint raised with Randwick City Council and the Environment Protection Authority on noise impacts in the bay and on local residents - port/ boat noise and various industries including Caltex.	The EIS will assess the potential land and underwater noise and vibration impacts from the project and propose mitigation measures that will be implemented to ensure that any such impact is not significant.

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Design and aesthetics (what it should/ shouldn't include) – Wharves and adjoining areas	The Aboriginal community is looking to embed some of its cultural values into the look and feel of the wharves.	The project is seeking culturally sensitive outcomes. Plans are underway to incorporate Aboriginal cultural interpretation into the design of the wharves with close involvement by the Aboriginal community.
	Interest in Timbery Reserve and project developments impacting this area.	A series of meetings with members of the Timbery family and other members of the local Aboriginal community have been conducted to understand and acknowledge the significance of Timbery Reserve and to inform the design.
	The vegetation at La Perouse including along the beach is restorative and does not necessarily match the natural landscape. Interest in particular by Aboriginal people that the future vegetation reflects that of the original landscape.	Existing and proposed vegetation and planting has been a topic of discussion at meetings with the local Aboriginal community. Feedback received will inform the landscaping design for the project.
	Concern about the materials to be used for building the wharf and the use of asbestos.	Factors to be considered in selecting materials for the wharf infrastructure will include requirements on durability, maintenance, aesthetics and user safety. Asbestos-related material will not be used.
	Concern about the large size /length of the wharves – in particular at La Perouse – not in keeping with the area.	Consideration on wharf size and measures to minimise their visual impact include: <ul style="list-style-type: none"> • The length of the wharves reflect the functional requirements to extend into water depth to safely berth a ferry • The width of the wharves are a practical minimum to allow adequate access for users • The position and layout of the wharves considers minimising obstruction to key views • The proposed wharf waiting area shelters will be designed to reduce visual impact
Need for café and shop at the ferry wharf.	Both La Perouse and Kurnell wharves offer close access to cafes and shops. There are no plans to incorporate new commercial facilities into the project. This also helps to minimise the visual impact on the culturally and environmentally significant surrounding environment.	

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	Need for facilities such as toilets, shelter and garbage bins that are emptied daily.	Toilets will be provided on the ferries and there are existing toilet facilities a relatively short distance from the wharf locations. This also helps to minimise the visual impact on the culturally and environmentally significant surrounding environment. Both wharves will provide adequate shelter and bins for users.
	Need for dedicated fishing areas and step outs along the jetty (especially in deep areas and ideally low to the water) to allow for fishing without disrupting the pedestrian flow. Areas for recreation boats could also be used for fishers.	It is proposed that the wharf include a 70m long x 8.5m wide accessible ramp leading down to the water. The current proposal has one face of the ramp dedicated for ferry operations and the other face for a multi-user berth for recreational boating and fishing.
	Other fishing facilities including bins, taps, cutting boards, interactive signage, lower handrails for disabled, lights and security cameras.	All of these facilities will be considered during the detailed development of the design.
	Need to consider facilities and protocols for keeping the wharf clean (squid fishing causes mess).	Facilities to allow wharf cleaning will be considered during the detailed development of the design. Cleaning management protocols will be established for operation.
	Facilities for recreational boating including water and recycling/waste facilities and storage.	The recreational berth is intended for short stay mooring only and therefore the facility will not be allowing for vessel water provisioning and waste pump out. There are other facilities in Botany Bay that provide these services.
	Design needs to make it easy for small vessels to use the wharves.	It is proposed that one side of the wharf boarding ramp will be suitable for short term berthing by small vessels.
	Ladders that are good for diving and swimming but need to be away from the fishing areas.	Ladders will be considered during the detailed development of the design.
	Concern about the location of the wharves in the same place impacted by storm in the past.	Locating the wharves at the historical locations has many advantages for access and avoids impacting areas not previously disturbed.
	Concern about the proposed materials and that it will not be designed for the storm conditions as per the previous wharves being washed away. Belief that the Kurnell wharf in particular is very exposed to weather and storm damage.	Coastal modelling and site-specific studies were used to determine the best location for the new wharves and ensure they are designed for longevity. The new wharves will be engineered to withstand large storm events and wave impacts; including one of greater magnitude of the 1974 storm event that destroyed the wharves.

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	Suggestion to use the existing Caltex jetty.	The previous wharves were constructed of timber and the new wharves will be stronger and more resilient as they will utilise steel and reinforced concrete. The Caltex jetty at Kurnell is still in operation and receives imported fuel. There is no opportunity to use this jetty for a ferry and recreational wharf facility
	The Wharf should be sympathetic to the area/ respect the surrounds – small rather than big and modern. Should not take away from the view of La Perouse and use of the waterway.	The wharves have been designed to minimise the visual impact as much as possible, including the waiting area shelter.
	Wharves should have Aboriginal theme – opportunity to highlight local Aboriginal history. Opportunity to capture stories of the historical wharves and use of the area.	The project is seeking culturally sensitive outcomes. There are plans underway to incorporate Aboriginal cultural interpretation into the design of the wharves with close involvement by the Aboriginal community.
Design and aesthetics (what it should/ shouldn't include) – Ferries	Desire to have a vehicle ferry.	There are no plans to encompass a vehicle ferry service as part of this project.
	Concern that the planned ferries are very large.	Assessment of the likely demand indicates that a relatively small to medium in size vessel would be suitable with a maximum capacity of 100-250 passengers
	Want to see the ferries accept bicycles.	While the operating model and specifics of the ferry service have not been confirmed it is likely that bicycles will be able to be accommodated on the ferry
	Desire to see use of a timber ferry like those used for the Bundeena, Dangar island and Palm Beach.	The most appropriate operating model and specifics of the ferry vessel have not yet been confirmed
	Interest in seeing use of flat bottom craft with an opening lip (similar to a vehicle ferry) with berthing from Frenchmans and Silver Beaches.	Such a service would have limited functionality as well as negative environmental and social impacts including on the seabed, the beach and beach users. We do not believe that such a service would be Disability Discrimination Act access compliant
	Want to see an environmentally friendly ferry.	The most appropriate operating model and specifics of the ferry vessel have not been confirmed Discussions with ferry operators of similar services at other locations around Sydney and NSW have informed the project's planning, assessment and design. The wharf design is as flexible as possible to accommodate current and future vessel types and services including a potential electric ferry
	Ferries should be accessible to dogs on leash.	At this stage the operating model and specifics of the ferry vessel and the service provided have not been confirmed

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Construction impacts/ opportunities	Impact on cultural fishing, marine ecology and diving during construction.	An assessment of impacts on marine biodiversity during construction and operations is part of the EIS. During construction, there will be temporary localised restrictions to fishing and diving around the construction areas to ensure safety for mariners and divers is maintained
	Concern about the impact on vegetation with the construction of the wharves.	The proposed location and layout avoids the direct impact on sensitive vegetation on both the land and in the marine environment.
	Concern about the noise impacts from piling.	The EIS includes an assessment of the noise and vibration impacts during construction. Any noise impacts will be temporary during construction and mitigated through measures outlined in a Construction Noise and Vibration Management Plan
	Desire that the construction provides employment opportunities for local people.	The Aboriginal participation in construction requirements will be met during the construction phase in accordance with the NSW Government Aboriginal Procurement Policy (1 Jan 2021) Applications from local businesses to participate in the project are welcome and will be encouraged within the requirements of the NSW Government procurement policy.
	Concern about timeframe for construction and the inefficiency that this demonstrates.	The construction program will be condensed as much as possible to avoid impacts on surrounding communities. More information on the offsite and onsite construction program will be contained in the EIS.
Operation of the ferry service including conflicts with other marine users	<p>There is strong Aboriginal cultural association and family association with the operation of the ferry wharves in Kurnell and La Perouse and this should be acknowledged.</p> <p>Desire that the local Aboriginal community operate the service and work on the ferry/wharves and use it to tell their stories of the Kamay area. Commercial arrangements should prioritise local Aboriginal people. There is a concern that other Aboriginal organisations will come into the community to get the jobs before members of the local community.</p> <p>Concerns that Aboriginal people might be consulted but not so involved in ongoing operational employment.</p>	<p>The most appropriate operating model, party and specifics of the ferry have not been confirmed.</p> <p>The project team is aware of the previous role of Aboriginal people in the operation of the ferry and supports the need for meaningful recognition of this as part of any new service. This will be explored at a later project stage</p> <p>The project team has consulted La Perouse Local Aboriginal Land Council and other local Aboriginal community groups and members regarding opportunities for direct involvement in operations of a ferry. This will be explored in detail closer to the time of completion of the wharves</p>

Category	Issue raised	Response
	Concern about rights of way for various vessels and navigational safety - ferry, container ships, cruise liners	<p>The EIS will include an assessment considering the interactions between vessels using the wharves (e.g., ferry service) and other vessels operating within the Bay, and how this needs to be appropriately managed.</p> <p>The ferry will be required to give way to all large vessels.</p>
	Concern about the type of commercial vehicles referred to and connection to cruise terminal.	The ferry wharves project is independent of, and separate to, any other infrastructure or development proposals for Botany Bay or wider locality including the cruise terminal proposal. The location and design of the wharves would not be able to accommodate cruise ships
	Concern about the increased number of recreational vessels in the bay.	<p>The wharves will allow recreational craft to berth for short periods only for drop off and pick up purposes. There is no provision for permanent vessel mooring at the wharves or elsewhere e.g. no marina pontoons are proposed.</p> <p>It is expected that restrictions on the wharves and ferry transit areas for recreational boats will be communicated through signage on the wharf and on boating maps. TfNSW boating safety officers will also monitor and manage interactions between vessels and other users near the wharves.</p>
	Future ownership of the ferry service and wharves' and concern about privatisation and the pressure this will cause in the service using the quickest pathways rather than considering environmental interest.	<p>TfNSW will own and maintain the wharves.</p> <p>At this stage the most appropriate ferry service operating model has not been confirmed. A potential scenario is TfNSW granting a subsidised operating licence to a private organisation to operate a service on the condition it aligns with all planning and environmental approvals. This type of arrangement is in place for the current Cronulla-Bundeena ferry service as an example.</p>
	Concern about increased visitors to Kamay and all waiting for the last ferry and creating overcrowding.	<p>The project aims to improve the visitor experience for people already going to La Perouse and Kurnell.</p> <p>It is anticipated that the ferry operator will optimise its service to manage potential for overcrowding of at peak periods of the day including the last ferry.</p>

Category	Issue raised	Response
	Suggestion that the ferry service would need to run for more extensive hours than proposed.	At this stage the most appropriate ferry service operating model has not been confirmed. Based on feedback from potential operators and assessment of expected demand, two ferry services could operate per hour in peak visitor times (e.g., during weekends) and less frequently at other times. It is assumed that the demand for ferry services will be predominantly during daylight hours only.
	Interest and concern about where the ferries will be parked when not in use and potential impacts.	Ferries are expected to berth overnight or out of service (as well as to refuel and resupply) at a separate location to La Perouse and Kurnell wharves. This location will be confirmed once an operator has been identified but may include an existing facility for this purpose elsewhere in Botany Bay. Berthing for a long period at the wharves may only occur in exceptional circumstances such as an emergency

If you have any questions, please contact us via email at kamayferrywharves@transport.nsw.gov.au or by telephone on 1800 228 554

For more information on the project or to leave feedback, visit <https://yoursay.transport.nsw.gov.au/kamay-ferry-wharves>



If you need help understanding this information, please contact the Translating and Interpreting Service on 131 450 and ask them to call us on 1800 228 554