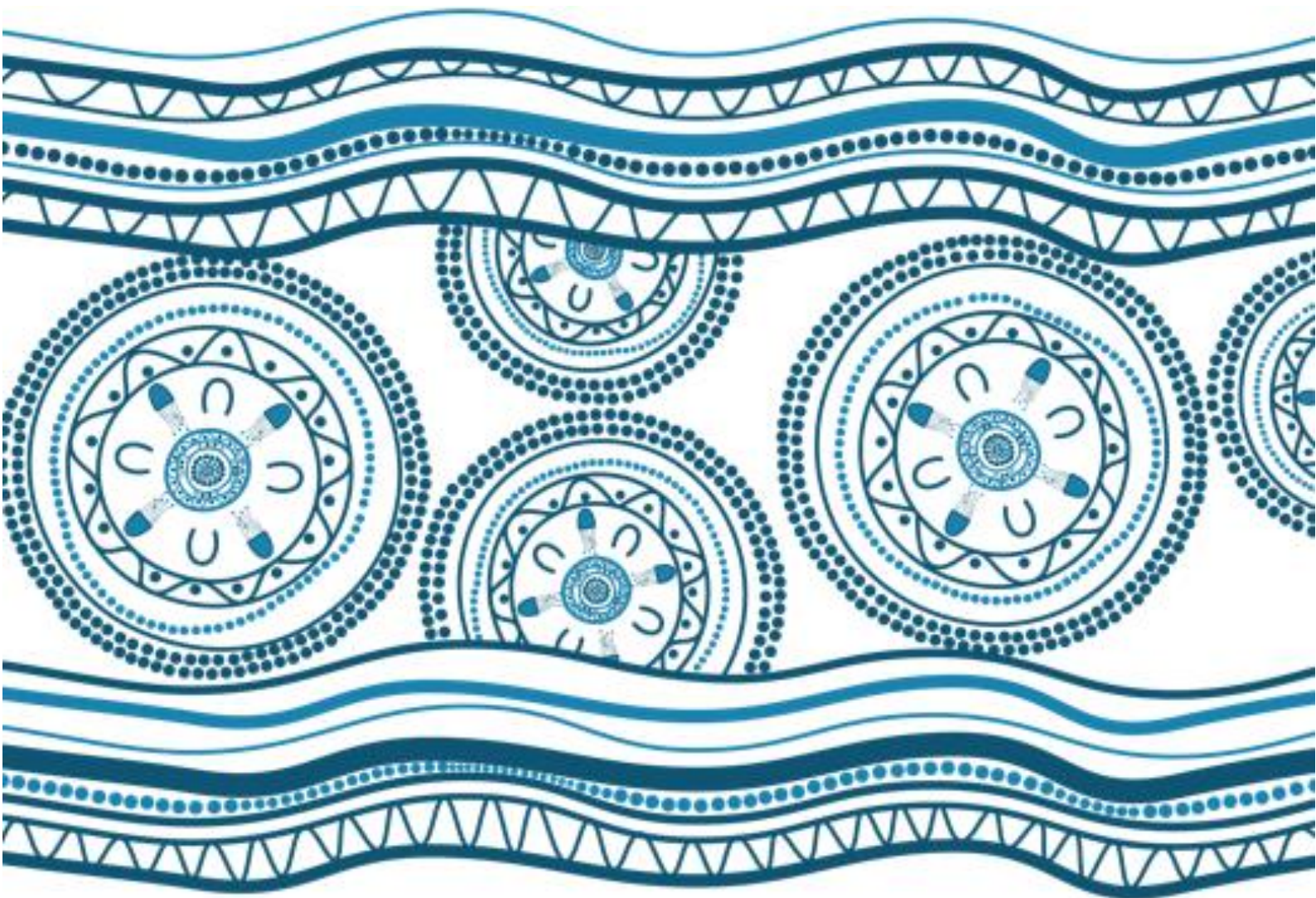


# Chapter 6

## Consultation



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## 6 Consultation

This chapter provides an overview of the consultation activities that have been, and will continue to be, carried out for the project. It considers the issues and views raised by stakeholders and how the project has responded. This chapter summarises information from Appendix D (Consultation Process and Outcomes Report).

### 6.1 Consultation objectives and strategy

#### 6.1.1 Consultation overview

Consultation for the reinstatement of ferry wharves has been ongoing since the project conception in 1999. Figure 6-1 summarises the consultation that was carried out as part of previous studies for the reinstatement of the ferry wharves. The outcomes from previous engagement in 2017 is summarised in section 2 of Appendix D (Consultation Process and Outcomes Report).

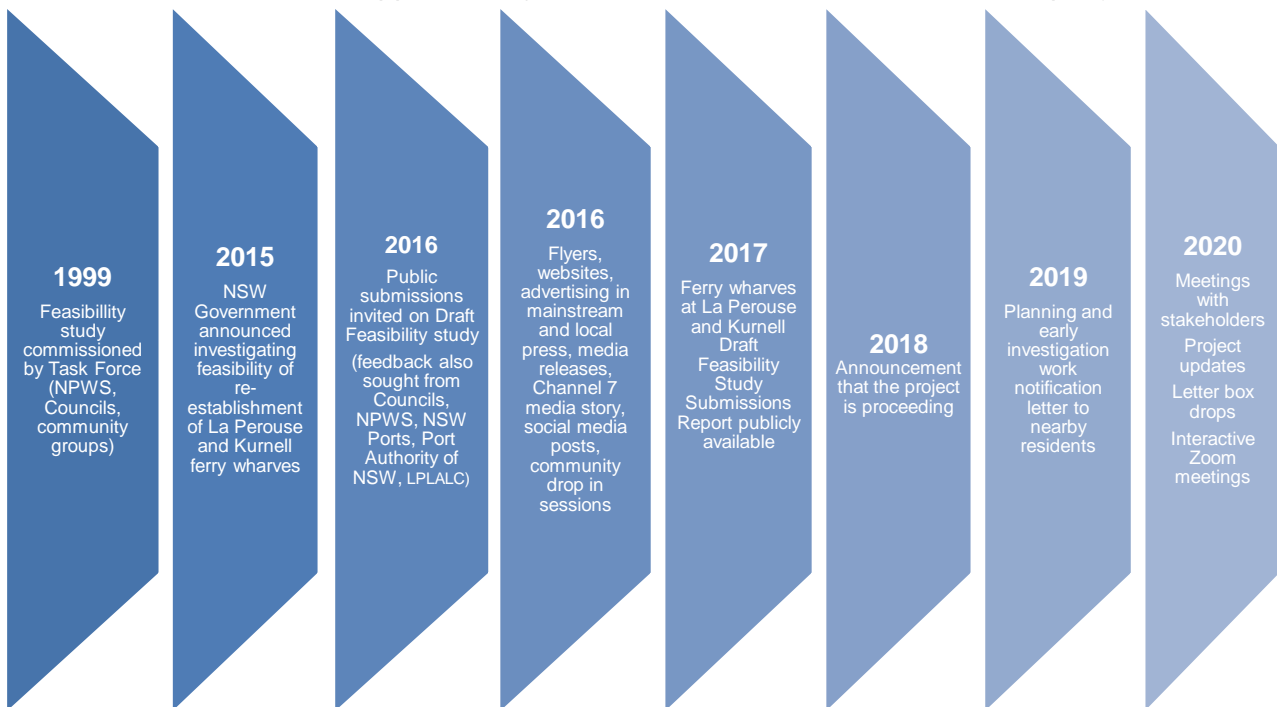


Figure 6-1: Consultation activities carried out to date

In early 2020, a Communications and Community Engagement Plan was prepared to guide the engagement approach for all stages of the project.

The objectives of the Communications and Community Engagement Plan are to:

- Identify effective methods to inform the community about the project
- Facilitate engagement with the community, including allowing meaningful contributions throughout the planning, design and construction phases of the project
- Obtain support from the community and other stakeholders to build and operate the wharves
- Promote the importance of the reinstatement of the wharves
- Understand and acknowledge the cultural significance of the land to Aboriginal people.

#### 6.1.2 Stakeholders

Stakeholders for the project were identified through a range of methods including through project outreach and mechanisms for feedback as described in Table 6-2. Affected stakeholders are those likely to be impacted by the project including those in close proximity to the project and those with

an interest in the project. Table 6-1 lists the stakeholders who were specifically consulted with for the project.

Table 6-1: Stakeholders for the project

Stakeholder group	Stakeholders
State and Commonwealth Government	<ul style="list-style-type: none"> <li>National Parks and Wildlife Services (NPWS)</li> <li>Port Authority of NSW</li> <li>Transport for NSW</li> <li>Department of Agriculture, Water and the Environment</li> <li>Department of Planning, Industry and Environment (DPIE)</li> <li>Department of Primary Industries (DPI) Fisheries</li> <li>Department of Education</li> <li>Heritage NSW</li> <li>NSW Tourism.</li> </ul>
Local Government	<ul style="list-style-type: none"> <li>Randwick City Council</li> <li>Sutherland Shire Council</li> <li>Bayside Council.</li> </ul>
Aboriginal stakeholders	<ul style="list-style-type: none"> <li>La Perouse Local Aboriginal Land Council (LPLALC)</li> <li>Community Elders</li> <li>Gamay Rangers</li> <li>Aboriginal Government Interagency Forum</li> <li>La Perouse Aboriginal Community Alliance*</li> <li>Registered Aboriginal Parties</li> <li>Aboriginal Community members.</li> </ul>
Industry (including infrastructure and service providers)	<ul style="list-style-type: none"> <li>Potential construction contractors</li> <li>Potential ferry service and commercial vessel operators (recreation and tourism).</li> </ul>
Community (including special interest groups)	<ul style="list-style-type: none"> <li>Residential associations and local environmental groups</li> <li>Recreational and commercial boating and diving groups</li> <li>Visitors from other parts of Sydney and tourists</li> <li>Port Botany Community Consultative Committee</li> <li>Individual landowners, residents and businesses.</li> </ul>

\*The Alliance includes the CEOs and Chairs of the various local community-controlled organisations. The Alliance meets once a month at the offices of the LPLALC.

## 6.2 Consultation undertaken

Table 6-2 summarises the consultation that has been carried out since the start of 2020. Further details of specific consultation undertaken is outlined in section 3 of Appendix D (Consultation Process and Outcomes Report).

Table 6-2: Consultation carried out

Method for consultation	Description of activity	Outgoing information	Mechanism for feedback
Transport for NSW Webpage	Project webpage is continually updated with key milestones for the project.	✓	✗
Project email address	A project email address has been available throughout the project for anyone to email and ask questions, provide feedback and get further information.	✗	✓
Project phone number	A toll free number has been available throughout the project for anyone to call and ask questions, provide feedback and get further information.	✗	✓
Local media - Newspaper advertisements and articles	Advertisements about the project and the initial information sessions were	✓	✗

Method for consultation	Description of activity	Outgoing information	Mechanism for feedback
	placed over a period of two weeks in the Koori News, The Leader and The Southern Courier.		
Hard copy Project Update in July 2020 and February 2021	Distributed to the letterboxes of more than 6000 letterboxes within 2 km of the proposed wharves and emailed to list of community and other stakeholders who expressed interest through the website and previous consultation.	✓	✗
Transport for NSW 'Your Say' Kamay Ferry Wharves project website	This interactive site offers the opportunity for community and other stakeholders to get information and to give their views through: <ul style="list-style-type: none"> <li>• Stories</li> <li>• A survey</li> <li>• Questions and answers about the project</li> <li>• Input to potential impacts.</li> </ul> At least 150 people have engaged with this platform.	✓	✓
Public information sessions via Zoom in August 2020 and in person in February 2021	Due to COVID-19 restrictions, three public information sessions were held on the Zoom video conferencing platform in August 2020. Participation was capped at 20 participants for each session to maximise the opportunity for two-way interaction. The sessions comprised a presentation and questions. A total of 53 people indicated that they wanted to attend the sessions and 36 people attended. In person consultation sessions were held on Wednesday afternoons and Saturday mornings at La Perouse and Kurnell in February 2021 (four sessions in total). At least 40 people attended the La Perouse sessions and 50 at Kurnell.	✓	✓
Meetings with interest groups and government agencies	This included community and other stakeholders who reached out to the project team or responded to offers for meetings from the project team. Meetings with government agencies such as DPIE, DPI Fisheries, NPWS and Councils has been ongoing throughout the project.	✓	✓
Stakeholder outreach/communication	Community groups and individuals who had shown an interest in the project or who were identified as impacted or interested were emailed directly with project updates and invitations to join the public information sessions.	✗	✓



Method for consultation	Description of activity	Outgoing information	Mechanism for feedback
Notification about investigations	For investigations including the Heritage Test Excavations and surveys, notification via a letter box drop went to 1000 properties within the closest proximity to the investigations. All investigations were notified to NPWS, Port Authority of NSW, Sutherland Shire Council, Randwick City Council, DPI Fisheries and LPLALC.	✓	✗
NSW Maritime Facebook page	The page directs people to the Your Say website and reminded the boating community to take care during field investigations.	✓	✗

### 6.2.1 Aboriginal community consultation

The approach to consultation with the Aboriginal community recognises the importance of La Perouse and Kurnell peninsulas to the La Perouse Aboriginal community and the Aboriginal and Torres Strait Islander people throughout Australia. The consultation aim is to consider cultural, health and economic benefits to the local community (a key project objective). The approach to consultation is also designed to reinforce the various commitments and policies of the Australian and NSW Governments, and Transport for NSW. It considers the following:

- United Nations Declaration on the Rights of Indigenous Peoples (United Nations, 2007)
- Partnership Agreement on Closing the Gap (2019-2029) (Coalition of Aboriginal and Torres Strait Islander Peak Organisations and Council of Australian Governments, 2018)
- *Aboriginal Land Rights Act 1983* (NSW)
- OCHRE NSW Government Plan for Aboriginal Affairs (Aboriginal Affairs NSW, 2013)
- Transport for NSW Reconciliation Action Plan (RAP) July 2019-July 2021 (Transport for NSW, 2019e).

Consultation activities have been reported on a monthly basis against Transport for NSW's RAP focus areas of relationship, respect and opportunities.

#### Relationship

The project team has invested in establishing and building a relationship with the LPLALC with a view to delivering meaningful outcomes associated with the project as per Transport for NSW's RAP.

Consultation prioritised the establishment, development and maintenance of the relationship with the LPLALC as a key stakeholder with responsibility for the protection of Aboriginal culture and heritage in the project area and as a potential operator of a future ferry service. An initial meeting took place with the CEO in January 2020. Regular engagement was maintained with the CEO throughout 2020. Prior to March 2020, project team members would spend half a day per week in the LPLALC office. Due to COVID-19, the majority of engagement after March 2020 took place virtually. In early 2021, face-to-face engagement recommenced on a fortnightly basis following a standard agenda.

Most of the consultation with the Aboriginal community has been led by a strategic advisor who is a respected member of the La Perouse community. They have been supported by the project communication and community engagement team and an Aboriginal Participation Advisor.

#### Respect

Respecting the oral traditions of the community, the 'living memories' of Elders, and the continuing connection of some community members to the lands and waters of La Perouse and Kurnell, the

project team has created opportunities for the sharing of stories able to inform the design of the wharves.

Community-controlled representative organisations as well as key community members and/or representatives have been consulted to identify people to be engaged and confirm the appropriate mechanism for any engagement. The following community-controlled representative organisations have and will continue to be consulted:

- La Perouse Local Aboriginal Land Council Gamay Rangers
- La Perouse Aboriginal Community Alliance
- La Perouse United Men's Aboriginal Corporation (Men's Group).

### **Opportunities**

The project team has consulted the LPLALC, key community-controlled representative organisations and the La Perouse Government Interagency Forum to identify employment and economic engagement opportunities for local Aboriginal majority-owned businesses, community-controlled organisations, and individuals, and opportunities for alignment with/leveraging of existing government programming. The project team has engaged local community-controlled organisations to provide cultural awareness training, deliver cultural briefings and provide cultural interpretation services associated with the planning, concept and detailed design phases. They have helped facilitate working sessions and discussions to identify and document opportunities associated with the construction and operations of the wharves.

The following community-controlled representative organisations and forum have and will continue to be consulted to provide input on opportunities associated with the project:

- La Perouse Local Aboriginal Land Council
- Indigenous Business Australia
- Gamay Rangers
- Tribal Warrior Aboriginal Corporation
- La Perouse Aboriginal Community Alliance
- La Perouse Government Interagency Forum.

The following opportunities have been realised through consultation:

- Engagement of the Gujaga Foundation to deliver two sessions - 'Connecting with Aboriginal Communities' on 19 and 26 August 2020 on spirituality, culture, kinship, and cultural communication, as well as to provide an opportunity to meet with local Aboriginal organisations.
- Engagement of Balarinji to identify existing narratives and experiences of place to inform the design of the wharves and associated communications and identify any gaps between these stories and the actions needed to use these stories for design and communications.
- Engagement of the Gujaga Foundation to work with the design team, key people with ancient links to Kamay, the La Perouse Aboriginal community, Elders, knowledge holders and local artists to translate stories into elements that will be incorporated in the design of the wharves.
- Engagement of the Gamay Rangers to deliver a cultural briefing to the marine geotechnical sub-contractor on 2 October 2020 to raise the awareness of the cultural importance of the site.

A list of specific engagement activities with the Aboriginal community are detailed in section 3.8 of Appendix D (Consultation Process and Outcomes Report).

Aboriginal community members were involved in Transport for NSW's Procedure for Aboriginal Cultural Heritage Consultation and Investigation (PACHCI) process for heritage investigations and assessment. This involved Aboriginal focus group meetings, feedback on the Test Excavation Methodology and Aboriginal Cultural Heritage Assessment Report. This procedure ensures that the Register Aboriginal Parties understand the project, the potential impacts and the proposed mitigation, with the opportunity to comment and provide feedback on Aboriginal heritage values. Details of the Registered Aboriginal Parties, their concerns raised and how they were addressed is provided in Appendix E (Aboriginal Heritage Cultural Assessment Report).

There has also been ongoing consultation with Aboriginal community members as part of the consultation for implementing the Kamay Botany Bay National Park Kurnell Master Plan.

Further detail on Aboriginal community involvement and influence on urban design is outlined in Chapter 5 (Project description).

### **6.3 Summary of issues and views raised**

Section 4 of Appendix D (Consultation Process and Outcomes Report) provides detail on all comments from the public through all consultation means. The following summarises the key issues and views raised and where these issues have been addressed in the EIS.



Table 6-3: Summary of issues raised and views, how the project responded, and where this is addressed in the EIS

Issue raised	Response
Project need and benefit	
Relationship of the project to the proposed cruise terminal.	<p>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.</p>
Justification for cost of the project and infrastructure to support it.	<p>Reinstating the wharves and associated infrastructure is expected to provide the following benefits:</p> <ul style="list-style-type: none"> <li>• Significant cultural and economic benefits to local Aboriginal people providing a meaningful step towards reconciliation at the location of the first Meeting Place</li> <li>• Creation of active transport alternatives facilitating mode shift away from private vehicle use and potential reduction in carbon emissions</li> <li>• Enabling realisation of the Kamay 2020 objectives and benefits through an improved sense of arrival and increased visitation on both sides of the Kamay Botany Bay National Park (the National Park)</li> <li>• Safer access for recreational fishers contributing to a potential reduction in rock fishing incidents in the region</li> <li>• The missing link for walking and cycling routes around Botany Bay and along the coastline</li> <li>• Improved access and facilities for recreational vessels</li> <li>• Investment opportunities leading to creation of jobs and wider economic benefits, in particular to the construction, tourism and hospitality sectors.</li> </ul> <p>The project supports the initiatives in the following NSW Government plans:</p> <ul style="list-style-type: none"> <li>• NSW Future Transport Strategy 2056 (Transport for NSW, 2020e) which includes: <ul style="list-style-type: none"> <li>• South East Sydney Transport Strategy</li> <li>• NSW Tourism and Transport Plan</li> </ul> </li> <li>• Transport for NSW’s Reconciliation Action Plan July 2019-July 2021 (Transport for NSW, 2019e)</li> <li>• NSW Maritime Infrastructure Plan (NSW Government, 2018b)</li> <li>• Kamay Botany Bay National Park Kurnell Master Plan (NSW DPIE, 2019).</li> </ul> <p>An economic and qualitative assessment has demonstrated justification for investment in the wharves. The Commonwealth and NSW Governments committed a total of \$50m in funds to deliver the Stage 1 objectives of the Kamay Botany Bay National Park Kurnell Master Plan in 2018, which includes reinstatement of the wharves. The NSW Government also announced separately a commitment of an additional \$16 million in funding for the project.</p> <p>Robust governance and assurance processes are in place for the project in accordance with Infrastructure NSW requirements. This ensures a systematic and rigorous approach to developing, evaluating and delivering the wharves to the community.</p> <p>Refer to Chapter 3 (Strategic justification and project need) and Chapter 27 (Project justification and conclusion).</p>

Issue raised	Response
<p>Purpose of the service including:</p> <ul style="list-style-type: none"> <li>• Who is going to use it?</li> <li>• Lack of benefits</li> <li>• Concern that it is too expensive for use and too slow for commuters.</li> </ul>	<p>The primary use of the wharves is to support a ferry service for visitors to the area, and for cultural tourism and recreational purposes by the local community.</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.</p> <p>The wharf infrastructure would also be available for short-term use by non-ferry commercial vessel operators (such as whale watching vessels) and will be available to community members including recreational boat users and fishers.</p> <p>Refer to Chapter 3 (Strategic justification and project need).</p>
<b>Route</b>	
<p>Interference and safety issues with other uses of Botany Bay (including recreational and shipping).</p>	<p>Chapter 12 (Traffic and transport) assesses the potential impacts between the operation of the ferry service and other users of Botany Bay.</p> <p>The ferry vessel will be required to give way to all large vessels including cargo ships. The occurrence of this is expected to be infrequent and not affect ferry service operations.</p>
<p>Need for the ferry route to avoid impacting marine biodiversity.</p>	<p>Chapter 10 (Marine biodiversity) assesses the impacts of the project on marine fauna and flora and describes the mitigation measures that would be implemented to avoid or minimise impacts.</p> <p>The position and orientation of the wharves and ferry berthing aims to minimise direct impact of sensitive seagrass and marine habitat. Operation of the ferry service will be subject to Transport for NSW operational management systems will include a ferry route and other protocols (eg approach speed limits) to avoid impacts.</p>
<p>Suggestion for additional services/stops across Botany Bay.</p>	<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 seeing wharves in Sans Souci and Brighton Le Sands to complement this project.</p> <p>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>
<b>Location of wharves</b>	
<p>Alternative locations should be considered.</p>	<p>The proposal to reinstate the wharves at the locations of the previous wharves was based on an options assessment that considered several factors, including accessibility, proximity to the National Park, operational requirements, and environmental sensitivities. Details of the consideration and assessment of options is provided in Chapter 4 (Project development and alternatives).</p>
<b>Parking and traffic</b>	
<p>Road infrastructure is not adequate for an increase in demand.</p> <p>Concerns about incidents and emergency vehicles access.</p> <p>Concern about increased vehicles from the operation of the project.</p>	<p>Chapter 12 (Traffic and transport) assesses the impacts of parking and traffic during both construction and operation of the project.</p> <p>Traffic and parking surveys and onsite observations have been undertaken to inform the design and EIS.</p> <p>A project objective is to enhance the experience for people already visiting La Perouse and Kurnell. Forecasts from census and other data, and experience of similar ferry services, suggest there would be around 14,000 ferry trips per year. Of these less than 10 percent of passengers are expected to be new ('induced') visitors. This is a relatively small number of less than 50 people per day.</p>

Issue raised	Response
Lack of existing parking and need for more parking at both La Perouse and Kurnell.	<p>At La Perouse it is proposed that existing parallel spaces along the loop road be reconfigured to provide 13 additional 90-degree angle spaces. Based on projections this is the car parking that is required to meet the demand generated by the project however it is understood that this will not alleviate the existing issue of parking congestion at La Perouse. Two new kiss and drop bays are proposed at La Perouse.</p> <p>At Kurnell, parking will be increased within the National Park as part of the wider Kamay Botany Bay National Park Kurnell Master Plan upgrade works. Based on projections, the additional parking in the National Park would meet the demand generated by the project.</p> <p>Mode shift away from cars will be encouraged through onsite bicycle parking and plans for improved frequency of bus services and development of cycleway infrastructure.</p> <p>Local road and intersection capacity assessments show there is sufficient capacity to accommodate additional private vehicle trips.</p>
<b>Public transport</b>	
<p>Suggestions to improve bus transport services as part of the project.</p> <p>There is limited public transport at both La Perouse and Kurnell.</p> <p>Additional demand will impact already stretched public transport services.</p>	<p>Chapter 12 (Traffic and transport) assess impacts of the project on public transport. The provision of the wharves supporting a ferry service would improve the public transport offering between La Perouse and Kurnell.</p> <p>The project is to provide wharf infrastructure only, but Transport for NSW has also been considering options for improvement to transport connection to complement the wharves (eg more frequent public bus services), however this is not part of this project.</p> <p>The ferry service would complement Transport for NSW future transport plans such as the rapid bus routes and the metro line proposed in the Future Transport 2056 South East Sydney Transport Strategy (Transport for NSW, 2020f).</p>
Service needs to accept Opal cards.	Ticketing for the ferry service will only be confirmed once an operator is identified. The current plans for the wharf infrastructure provide for ticketing facilities including for Opal readers if needed.
<b>Cycling facilities</b>	
Bike hire facilities should be provided at the wharves.	There are no current plans to provide bike hire facilities at the wharves, this is outside of the project scope. Additional bicycle rails would be provided at La Perouse.
Cycles paths should be linked and be part of enhancing this network in line with local Council plans.	The project team is aware of the Council's long term strategy to enhance the existing cycle network, and the wharves would complement and benefit from these connections. Extending cycle paths is outside the scope of this project.
<b>Consultation process</b>	
Indigenous people need to be consulted. The Aboriginal community should influence the project.	Section 6.2.1 outlines the Aboriginal community consultation for the project. The LPLALC have been consulted through all planning stages.
Need for planned and costed master plan for the area.	This project is part of the Kamay Botany Bay National Park Kurnell Master Plan.
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 Parramatta River. The purpose of the Plan was not to consider ferries

Issue raised	Response
	in Botany Bay.
Concern about the design of the survey being skewed and biased.	The responses to the 'Your Say' survey are detailed in section 4 of Appendix D (Consultation Process and Outcomes Report). The purpose of the survey was to understand concerns but also understand the potential future benefits of the 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.	Transport for NSW has consulted directly with affected residents. Details of communication and dialogue with directly affected residents are presented in Appendix D (Consultation Process and Outcomes Report). The immediate community (those within one kilometre of the works) were notified of the geotechnical investigation at least a week in advance of this activity. Covid-19 has meant that face to face meetings have, in some situations, been replaced with online meetings
Desire for further community engagement after the EIS is completed.	Consultation will continue through the duration of the exhibition of the EIS and during construction, as outlined in section 6.4 of this chapter.
<b>EIS process and the assessment being undertaken</b>	
Concern about: <ul style="list-style-type: none"> <li>• Lack of marine environment surveys.</li> <li>• The growth of seagrass being seasonal and cannot just be assessed at one time of the year.</li> <li>• 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.</li> </ul>	Chapter 10 (Marine biodiversity) outlines the methods and surveys carried out to inform the EIS. There were three marine surveys in 2020. Further marine surveys in 2021 will be conducted to understand the seasonal changes as part of pre-construction monitoring.  DPI Fisheries have been consulted about marine surveys and potential project impacts.
Interest of involvement of Aboriginal organisations in future marine survey and monitoring.	The Gamay Rangers are involved in the development of the marine biodiversity offset strategy, which includes 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.	The methods for minimising and mitigation each impact is described within each impact assessment chapter and further details are provided in the Appendices. The project has been designed to avoid and minimise impacts on the environment, including on cultural heritage.
Need to involve Towra team of Aboriginal trainees managed by NPWS.	Procurement for implementation of the 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.
<b>Noise impacts</b>	
Concern about noise impacts during construction and operation of the project.	Chapter 15 (Surface noise and vibration) and Chapter 16 (Underwater noise and vibration) assesses the potential noise and vibration impacts from construction and operation of the project. There will be temporary noise impacts during construction which would be minimised through the preparation and implementation of a Noise and Vibration Management Plan. Once operational, it is not envisaged that the ferries will generate noise any greater than that in the existing environment.

Issue raised	Response
<b>Biodiversity impacts</b>	
Potential impacts on marine biodiversity particularly including seagrass and endemic species (from wave impact, vessel movements, permanent footings).	Potential impacts on marine biodiversity are assessed in Chapter 10 (Marine biodiversity). Potential impacts include loss of seagrass and intertidal reef from construction vessel anchoring, shading and physical disturbance of the seabed for construction of the wharves. These impacts would be minimised and mitigated through implementation of a Biodiversity Management Plan. An Offset Strategy is being prepared in consultation with DPI Fisheries and will provide for offsets to any potential impacts on marine biodiversity.
Potential impacts to the rare species of sea horse (weedy sea dragon) and their habitat (they will be covered in sediment).	
Concern about the impact of construction and operation on the RAMSAR wetland that is Towra Point (including impacts on endangered migrating birds, mangroves and rare salt marshes).	Due to Towra Point wetland being located at least two kilometres from the proposed wharf at Kurnell, there are not expected to be any impacts on this wetland. See Chapter 10 (Marine biodiversity).
<b>Heritage impacts</b>	
Potential to impact/destroy Aboriginal heritage sites in immediate area. Need for preservation of cultural sites and cultural heritage in the area including Aboriginal engravings.	Chapter 7 (Aboriginal heritage), Chapter 8 (Non-Aboriginal heritage) and Chapter 9 (Underwater heritage) assess the impacts of the project on heritage. Potential impacts to Aboriginal, non-Aboriginal and underwater heritage include direct impacts from construction, indirect impacts from vibration and indirect visual impacts. A Heritage Management Plan would be prepared and implemented to avoid and mitigate any potential impacts.
<b>Contamination impacts</b>	
Concern that oil pollutants will wash up from the ferries and effect in making the Bay dirty.	Chapter 24 (Hazard and risk) assesses the impacts from potential spills. Ferry operators will be responsible for maintaining and managing vessels to avoid spills, including the preparation and implementation of a spill management plan.
Concern about PFAS and mercury in sediment.	Chapter 17 (Soil, water and contamination) summarises what sampling has been carried out to determine what contaminants are in the soil and marine sediments and the potential impacts of marine sediment disturbance.
<b>Social impacts</b>	
<p>Concern about:</p> <ul style="list-style-type: none"> <li>• The number of people it will attract destroying peace and quiet and privacy of people</li> <li>• The areas not being equipped for additional tourists</li> <li>• The increasing popularity of the area in the light of overcrowding of other areas</li> <li>• Shops/businesses in La Perouse being overrun</li> <li>• It losing its laid back flair</li> <li>• The beaches being overrun.</li> </ul>	Chapter 14 (Socioeconomic) assesses the social impacts of the project during construction and operation. The project aims to improve the visitor experience for people already going to La Perouse and Kurnell. It is envisaged that the number of new people coming as result of the ferry is quite small and less than 10 percent of the total number using the wharves and the ferry.



Issue raised	Response
<p>Concern about the resulting wave action from the ferries affecting the calm waters that people seek on the beaches.</p> <p>Impact on families and kids who swim at Frenchmans beach as result of swell, oil and fuel on swimmers.</p>	<p>Chapter 18 (Coastal processes) assesses the impacts of the construction and operation of the project on coastal processes. The wake from ferry vessels would dissipate before reaching the shorelines and would be no greater than existing vessel movement wakes in Botany Bay.</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>Concerns about the project contributing to rezoning of the area.</p> <p>Impact of this project on future development, housing and protection of culture in the area.</p> <p>Concern about overdevelopment at Kurnell with high rise flats and use La Perouse as commuter hub to CBD.</p>	<p>There is no rezoning proposed as part of the project.</p> <p>This project is part of the Kamay Botany Bay National Park Kurnell Master Plan. The reinstatement of the previous wharves and ferry service is identified as part of Stage 1 of this Master Plan. The ferry service would improve connection between La Perouse and Kurnell and provide a new type of visitor experience for those entering/travelling around the National Park. The intention of the Master Plan and project are not to rezone or change the housing market.</p>
<p>Impact on recreational diving with the water no longer being suitable for this activity.</p> <p>Impact on scuba access due to the ferry movements.</p> <p>Concern that there will be no access allowed under and around the wharf.</p> <p>Restrictions on use of surrounding area as result of the service.</p>	<p>Chapter 14 (Socioeconomic) assesses the impacts on access for marine users. During construction, there will be restrictions on the use of Botany Bay in and around the construction areas at La Perouse and Kurnell. This impact will be temporary for the duration of construction.</p> <p>Once operational, there will be restrictions on the use of the areas around the wharves to protect marine users and ensure the ferry vessels can operate safely. There will be exclusion areas around the wharves which will be determined in consultation with the ultimate operator. However, there will be a passage maintained around the shoreline near the wharves for recreational access to the shore.</p>
<p>Need to provide for access for recreation fishing areas by boat and by land.</p>	<p>The wharves will provide recreational berthing for public use, therefore improving access for boating users. Recreational fishing will also be allowed from the wharves.</p>
<p>Concern about the health of the Indigenous population.</p>	<p>The project team has been working with the LPLALC to encourage the participation of Aboriginal people in the design of the wharves.</p> <p>It is understood that this concern may relate to Cruise ships and the introduction of Covid-19. 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.</p>
<p>Use of and impact on Aboriginal Lands/Aboriginal land rights.</p>	<p>There are no Native Title Claims registered in the project areas. There are four Aboriginal land claims. The project construction requires temporary occupation of land around the proposed wharves. Once constructed, the wharves will permanently occupy land required for operation. Transport for NSW will work with applicants of the Aboriginal land claims prior to construction of the wharves. Refer to Chapter 2 (Assessment process) and Chapter 14 (Socioeconomic).</p>
<p>Landscape character and visual amenity</p>	
<p>Concern about the surrounding visage.</p>	<p>Chapter 13 (Landscape character and visual amenity) assesses the impacts of the project on the surrounding landscape and visual amenity. The wharves have been designed to have minimal impact on the character and visual amenity of the existing environment.</p>

Issue raised	Response
Loss/destruction of scarce green space to build infrastructure.	Chapter 13 (Landscape character and visual amenity) assesses the impacts of the project on landscape character. 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.
<b>Design and aesthetics of the wharves</b>	
The wharves should include cultural values of the Aboriginal community.	The wharves will include Aboriginal cultural interpretation which will be incorporated during detailed design. This will be designed by and in consultation with an Aboriginal artist/designer and the local Aboriginal community.
What are the impacts on Timbery Reserve.	A series of meetings with members of the Timbery family and other members of the local Aboriginal community have been conducted. During these meetings, design progress was presented, and feedback received and documented. Proposed upgrades to the Timbery Reserve are in response to feedback received. Chapter 14 (Socioeconomic) summarises the impacts to Timbery Reserve.
The vegetation should reflect that of the original landscape.	Existing and proposed vegetation and planting has been discussed at meetings with the local Aboriginal community. Feedback on planting and vegetation has informed the extent, location and species of plants to be considered in detailed design.
What materials will be used to build the wharves (will it include the use of asbestos).	Material selection will be confirmed during detailed design. Factors to be considered in selecting materials for the wharf infrastructure, include durability, maintenance, aesthetics and user safety. Asbestos related construction 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.	<p>Design measures to mitigate the visual impact of the wharves and minimise their scale include:</p> <ul style="list-style-type: none"> <li>• The length of the wharves reflect the functional requirements to extend into the required water depth</li> <li>• The width of the wharves are a practical minimum to allow adequate access</li> <li>• Form is minimised to reduce visual impact</li> <li>• Additional amenities buildings and an extended roof structure were considered, but not progressed to limit built form</li> <li>• The position of the wharves considers minimising obstruction to key views</li> <li>• The wharf shelters proposed are visually minimal with number of columns and roof thickness rationalised to reduce impact.</li> </ul>
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.
Need for facilities such as toilets, shelter and garbage bins that are emptied daily.	<p>Chapter 5 (Project description) outlines the features of the project.</p> <p>Toilets will be provided on the ferries and there are existing facilities on land on either side. It was considered that additional facilities would have added to visual and heritage impact and therefore were excluded from the project.</p> <p>The waiting areas will provide shelter.</p> <p>Rubbish bins will be provided at each wharf and managed by NPWS as part of their rubbish management program for the National Park.</p>

Issue raised	Response
Need for dedicated fishing areas and step outs to allow for fishing without disrupting the pedestrian flow.	The wharves would include a 8.5 m wide accessible ramp leading down to the water. One side of the ramp would be dedicated for ferry operations and the other side would be a multi-user berth for recreational boating and fishing.
Fishing facilities should be provided.	Facilities including bins, taps, interactive signage, lights and security cameras will be provided at both wharves. Water taps will be provided at regular intervals along the wharf for maintenance purposes.
Facilities for recreational boating including water and recycling/ waste facilities and storage.	Details for recreational facilities would be considered during detailed design. Waste and recycling bins would be provided on each wharf.
Design needs to make it easy for small vessels to use the wharves.	A dedicated recreational berth is proposed on both wharves that is suitable for smaller sized boats (2 m to 20 m in length) and 'good weather' berthing.
Ladders for diving and swimming should be provided, but need to be away from the fishing areas.	A number of safety ladders will be provided along the periphery of the wharf. The placement of these ladders will be determined during detailed design.
Concern about the location of the wharves in the same place impacted by storm in the past and the selection of materials which may not withstand a storm.	Locating the wharves at the historical location avoids impacting areas not previously disturbed. Coastal modelling and site specific studies assisted to determine the location of the new wharves. The new wharves will be engineered to withstand large storm events and wave impacts; including one of the same magnitude as the 1974 storm event that destroyed the wharves. The previous wharves were constructed of timber and the new wharves will be stronger and more resilient as they are steel and reinforced concrete. The deck level of the proposed wharves will be higher above the water level to minimise wave loading on the structure and overtopping.
Suggestion to use the existing Caltex jetty.	Chapter 4 (Project development and alternatives) outlines the design development for site selection and alternatives considered. The Kurnell Port and Berthing Facility Wharf is still in operation and receives imported refined 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.	Chapter 5 (Project description) outlines the features of the wharves and how they are designed to minimise impacts on the surrounding environment.
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. Aboriginal Cultural Interpretation Services are being carried out during detailed design by Gujaga Foundation to facilitate the meaningful integration of 'artwork' into the built fabric of the wharves, to deeply embed themes of cultural and community heritage, past, present and future.
<b>Design and aesthetics of the ferries</b>	
Desire to have a vehicle ferry.	There are no plans to encompass a vehicle ferry service as the demand and strategic vision in the numerous policy documents are for a passenger ferry service.
Concern that the planned ferries are very large.	Chapter 5 (Project description) outlines the design requirements for the wharves. Assessment of the likely demand indicates that a relatively small to medium in size vessel would be suitable with a maximum capacity of 225 passengers.

Issue raised	Response
The ferries should accept bicycles.	While the operating model and specifics of the ferry service have not been confirmed (and will be confirmed by the ultimate operator) it is likely that bicycles will be able to be accommodated on the ferries.
Desire to see use of a timber ferry like those for the Bundeena, Dangar island and Palm Beach ferries.	The most appropriate operating model, party and specifics of the ferry vessels have not yet been confirmed (and will be confirmed by the ultimate operator).
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 sea bed, the beach and beach users. Such a service would be <i>Disability Discrimination Act 1992 (Cth)</i> access non-compliant.
Want to see an environmentally friendly ferry.	The most appropriate operating model, party and specifics of the ferry vessels have not been confirmed (and will be confirmed by the ultimate operator). 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, party and specifics of the ferry vessels and the service that they will provide have not been confirmed (and will be confirmed by the ultimate operator).
<b>Construction impacts/ opportunities</b>	
Impact on cultural fishing, marine ecology and diving during construction.	Chapter 10 (Marine biodiversity) assesses the impacts on marine ecology. Chapter 14 (Socioeconomic) assesses the impacts on recreational use of Botany Bay. During construction, there will be temporary restrictions to fishing and diving around the construction areas to ensure safety for mariners and divers is maintained.
Concern about the impact on vegetation.	Chapter 11 (Terrestrial biodiversity) assesses the impacts of the project on terrestrial flora and fauna. The proposed location and layout avoids sensitive vegetation at La Perouse and Kurnell.
Concern about the noise impacts from piling.	Chapter 15 (Surface noise and vibration) and Chapter 16 (Underwater noise and vibration) assess the impacts of noise and vibration from the project during both construction and operation. The duration and extent of these impacts will depend on the chosen piling method. Any noise impacts will be temporary during construction and mitigated through measures outlined in a Noise and Vibration Management Plan.
Desire that the construction provides employment opportunities for local people.	The Aboriginal Participation in Construction (APiC) requirements will be met during the construction phase in accordance with the NSW Government Aboriginal Procurement Policy. 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.	Chapter 5 (Project description) outlines the details of construction staging. The construction of the project is estimated to take 13 months. The construction program has been condensed as much as possible to avoid impacts on the surrounding communities. This includes constructing both wharves at once.
<b>Operation of the ferry service</b>	

Issue raised	Response
<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.</p>	<p>Chapter 14 (Socioeconomic) assesses the impacts of the project on employment. The most appropriate operating model, party and specifics of the ferry vessels have not been confirmed by Transport for NSW (and will be confirmed by the ultimate operator). The project team is aware of the previous role of Aboriginal people in the operation of the ferry services and supports the need for meaningful recognition of this as part of the new ferry service. The project team has consulted LPLALC and other local Aboriginal community groups and members regarding opportunities for direct involvement in operations of a ferry service. This will be explored in detail closer to the time of completion of the wharves.</p>
<p>Concern about rights of way for various vessels and navigational safety - Ferry, container ships, cruise liners.</p>	<p>Chapter 12 (Traffic and transport) assesses the potential conflicts between the ferry service and other marine vessel in Botany Bay. The ferry vessel will be required to give way to all large vessels including cargo ships.</p>
<p>Concern about the increased number of recreational vessels in the bay.</p>	<p>Chapter 12 (Traffic and transport) assesses the impacts of marine navigational safety and conflict between marine users of Botany Bay. The wharves will allow recreational craft to moor for short periods to drop off and pick up passengers. It is expected that restrictions of the wharves and ferry transit areas for recreational boats will be communicated through signage on the wharf and on boating maps. Transport for NSW boating safety officers will also monitor and manage interactions between vessels and other users near the wharves.</p>
<p>Who will own the wharves and operate the ferry service?</p> <p>Concern about privatisation and the pressure this will cause in the service using the quickest pathways rather than considering environmental interest.</p>	<p>Transport for NSW will own and maintain the wharves. At this stage the most appropriate ferry service operating model has not been confirmed. A potential scenario is Transport for NSW granting a subsidised operating license to a private organisation to operate a ferry service on the condition that it aligns with all planning and environmental approvals. This type of arrangement is in place for the current Cronulla-Bundeena ferry service.</p>
<p>Concern increased visitors to Kamay and all waiting for the last ferry and creating overcrowding.</p>	<p>A project objective is to enhance the experience for people already visiting La Perouse and Kurnell. Less than 10 per cent are expected to be new ('induced') visitors. It is the responsibility of the ferry operator to optimise its service to manage potential for overcrowding of at peak periods of the day including the last ferry.</p>
<p>The ferry service would need to run for more extensive hours than proposed.</p>	<p>Based on feedback from potential operators and assessment of expected demand, each wharf would be capable of accommodating up to three ferry vessel movements per hour in peak visitor times (eg during weekends) and less frequently at other times. It is assumed that the demand for ferry services will be predominantly during daylight hours only (as that is when people visit and enjoy the National Park). This will be confirmed once an operator has been identified.</p>
<p>Where will ferries be parked when not in use.</p>	<p>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.</p>



## 6.4 Future consultation

Transport for NSW will continue to identify and manage issues of interest or concern to the community during detailed design, the assessment and approval process and, if the project is approved, during its construction. The aims of ongoing communications and consultation are to provide the community with:

- Accurate and accessible information regarding the processes and activities associated with the project
- Information in a timely manner
- Appropriate avenues for providing comment or raising concerns, and to ensure they are aware of the avenues
- Proactive responses to their issues and concerns throughout development and delivery of the project.

### 6.4.1 Consultation during detailed design of the project

Detailed design is occurring concurrently with the preparation of the EIS. Consultation has and will continue to involve:

- Project updates on the project website
- Ongoing use of the “Your Say” website to receive comments from the community
- Meetings with stakeholders about detailed design (those listed in Table 6-1)
- Presentation and feedback sessions on the design with the Local Aboriginal community (see section 6.2.1 and Chapter 5 (Project description)).
- The project email address and phone number are available during detailed design for handling and resolving any complaints.

### 6.4.2 Consultation during the exhibition of the environmental impact statement

The EIS will be advertised and placed on public exhibition for a minimum of 28 days. The EIS will be available for viewing online, and in hard copies at the following locations:

- Rozelle Bay Maritime Service Centre
- Randwick City Council
- Sutherland Shire Council.

Staffed displays and stakeholder/community meetings will be held during the exhibition of the EIS to enable community representatives to ask questions and to provide further information for consideration in the assessment process. During the EIS exhibition, the community, government agencies and other interested parties are invited to make written submissions on the project to DPIE. Staffed displays are currently planned for the La Perouse Museum and the Kurnell Visitor Centre for one evening and one Saturday during the exhibition period.

Following the exhibition of the EIS, the Secretary will provide copies of submissions to Transport for NSW or a report containing a summary of the issues raised. The Secretary may then require Transport for NSW to prepare a submissions report to respond to the issues raised in submissions and may require an Amendment Report to outline any proposed changes to the project. If significant changes to the project are proposed, the Secretary may make the preferred infrastructure report publicly available.

The Secretary will prepare a Secretary’s Assessment Report and provide it to the Minister for Planning and Public Spaces. The Minister for Planning and Public Spaces will then decide whether or not to approve the project and the conditions to be attached.

### 6.4.3 Consultation during construction stages

Community involvement would continue as part of the construction of the project which is estimated to be around 13 months. Consultation would likely continue for up to 12 months following construction. This will involve quarterly updates and meetings as required. A Community Liaison

Implementation Plan (CLIP) will be prepared and implemented under the CEMP. As a minimum the CLIP will:

- Identify people, community interest groups, businesses, priority groups and stakeholders to be consulted with before and during construction (refer to Table 6-1)
- Set out procedures and mechanisms for distributing accessible information about, or relevant to, the project's construction
- Provide for the formation of community-based forums that focus on key environmental management construction issues
- Set out procedures and mechanisms to:
  - Provide updates at key milestones and before starting impacting activities
  - Allow the community to discuss or provide feedback
  - To respond to community enquiries or feedback
  - To resolve issues and mediate any disputes
- Include the means for Aboriginal community consultation with the LPLALC, RAPs and other interest groups.
- Include contact name and number for complaints
- Include information on the actual impacts that can be expected because of the construction of the project and ways in which these will be mitigated
- Include opportunities for community involvement in monitoring impacts.