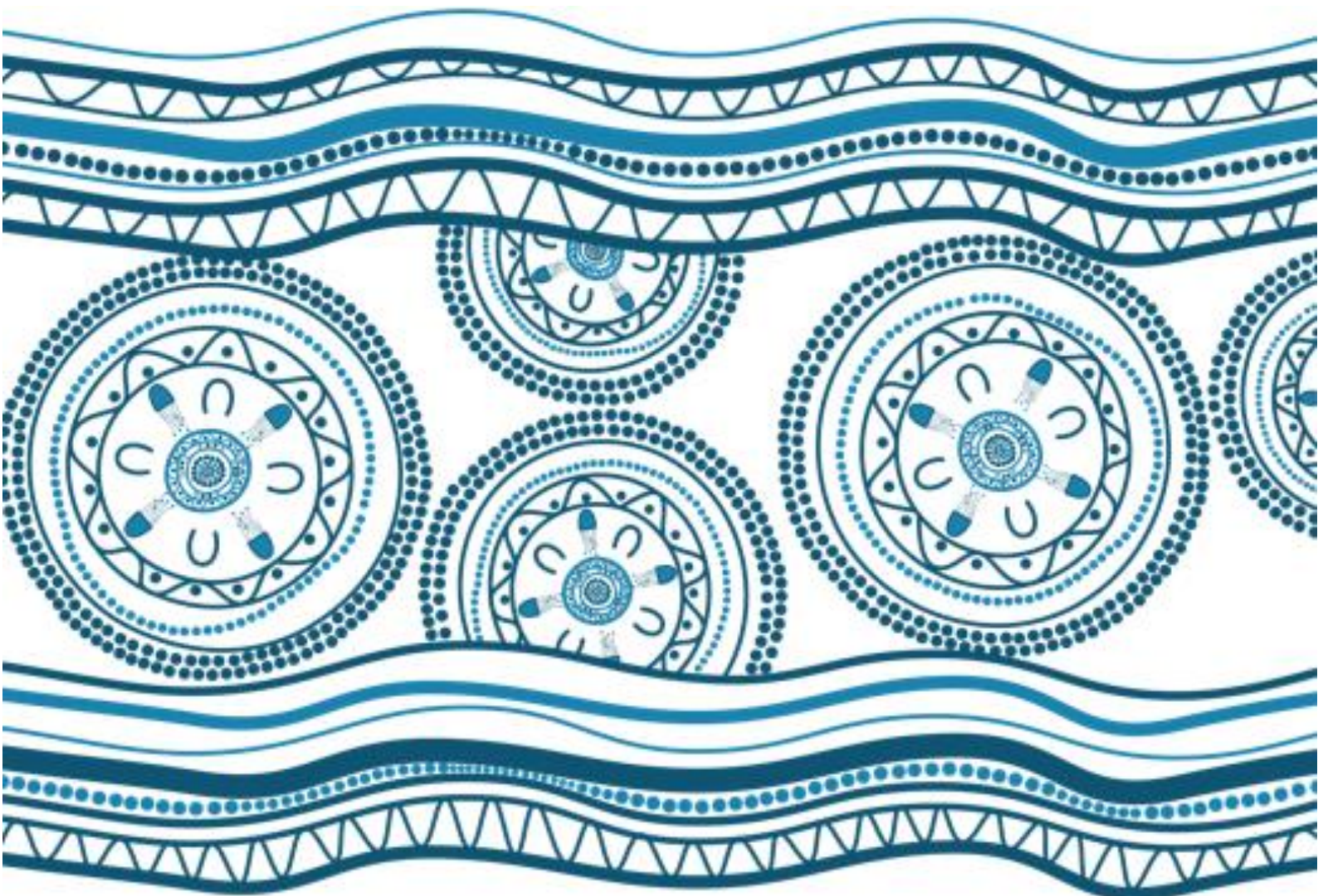


Chapter 25

Cumulative impacts



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25 Cumulative impacts

This chapter presents an assessment of potential cumulative impacts when considered together with other developments and activities occurring near the project at or around the same time and how works can be best coordinated to minimise additive impacts.

25.1 Assessment methodology

The assessment of cumulative impacts considers the known environmental, social and economic issues associated with the construction and operation of the project that have the potential to interact or overlap with impacts from other projects occurring in the area.

Other projects identified as relevant to this cumulative impact assessment were selected based on the following criteria:

- Location – proximity of other projects within 1.5 kilometres of the construction boundary (which is the maximum extent of this project's impact)
- Timeframe – timing for the construction and operation of other projects and whether this would overlap leading to construction fatigue or a long-term change in the existing environment beyond that considered in the previous chapters
- Outputs/impacts – changes as a result of other projects that would interact with the project including, changes in population and/or traffic conditions or changes to the existing landscape
- Status – other projects that are in development, approved or where an application has been lodged and have the potential to interact with the project.

The cumulative impact assessment can only consider those projects that have been approved but where construction has not commenced, projects that have commenced construction and projects that have been completed. The assessment must consider projects that have a real chance of being developed within the advertised timeframes to assess a reasonable and feasible outcome. A detailed environmental assessment needs to have been carried out for these projects for credible information to base the cumulative assessment on. For projects that would be approved after this project, they would make a cumulative assessment assuming the ferry wharves to be under construction or be operational.

A search for the following types of projects were made in December 2020 for recent or proposed projects that could interact with the project:

- State significant projects
- Commonwealth, State and Local Government led projects
- Designated development.

The assessment considers which receivers would be impacted by other projects assuming mitigation and management measures to be in place and effective. Where the Kamay Ferry Wharves project also residually impacts on the same receivers at the same time this may create a combined additional cumulative impact. Alternatively, where receivers may be impacted for a longer period due to the impact of several projects partly overlapping this can lead to a prolonged cumulative impact; often referred to as construction fatigue.

25.2 Identified projects

Based on the screening criteria above, no projects were identified within 1.5 kilometres of the project. The search did identify the potential for the La Perouse Museum (about 50 metres from the construction boundary at La Perouse) to be upgraded and the installation of a memorial. However, these projects are in the early planning stages and a detailed assessment and/or development application is yet to be completed (according to the Randwick City Council website).

The Port Authority of NSW are also in the process of developing a strategic business case for different options to address cruise capacity constraints in Sydney. This includes the potential for an international cruise terminal at Yarra Bay or Molineux Point (about 500 metres and one kilometre from the La Perouse and Kurnell construction boundary respectively). However, this project has been put on hold according to the Port Authority of NSW website.

The Kamay Ferry Wharves project also forms part of Stage 1 of the Kamay Botany Bay National Park Kurnell Master Plan. Other activities proposed as part of the Stage 1 works include:

- Replacement of the existing Visitor Centre at Kurnell
- Construction of additional pathways
- Upgrades to the Alpha House (now complete)
- Installation of a botanical collection garden
- Upgrade of Commemoration Flat, including new picnic table and barbeque facilities and pathway upgrades
- Parking upgrades.

These activities are still in the early planning phase (NSW Department of Planning, Industry and Environment, 2020e).

As these projects are all still in the early planning phases, a detailed assessment of these projects has not been completed. Therefore, an assessment of the potential cumulative impacts of these projects in combination with the Kamay Ferry Wharves project was not undertaken.

25.3 Assessment of potential cumulative impacts

As there are no other projects identified within 1.5 kilometres of the project area, the cumulative impact is expected to be negligible. It would be the responsibility of the relevant project proponent for the La Perouse Museum upgrade, cruise terminal, Stage 1 activities of the Kamay Botany Bay National Park Kurnell Master Plan, and any other future projects to consider the impacts of this project (Kamay Ferry Wharves) in its own cumulative impact assessment.

If the other Stage 1 activities of the Master Plan are carried out, there is the potential for wider positive cumulative impacts at Kurnell. The Master Plan has an overall vision to make the Kurnell precinct “a place of significance to all Australians that contributes to their sense of identity as Australians” (page 3, NSW Department of Planning, Industry and Environment, 2019). The ferry wharves in combination with the other Stage 1 upgrades would help to achieve this vision.

In combination with the Stage 1 Master Plan upgrades and the upgrade to the La Perouse Museum, the ferry wharves would contribute to a widespread positive social and economic impact improving the visitor experience at La Perouse and Kurnell.

The ferry wharves would help to address one of the perceived barriers to visiting the La Perouse Museum as discussed in the La Perouse Museum Consultation Outcomes full report (Cred Consulting, 2019). Around 48 percent of those consulted with stated that it is hard to get to the museum without a car. The ferry service would provide an alternative public transport mode for Museum visitors from Kurnell.

25.4 Environmental management measures

Transport for NSW would continue to consult with the community and proponents of other projects as they arise to ensure all contributors to impacts are working together to minimise the effects or enhance the benefits of multiple projects occurring concurrently or consecutively.

Table 25-1: Environmental management measures for cumulative impacts

Impact	ID	Environmental management measure	Responsibility	Timing
New approved projects that have not been identified at the time of this EIS	CU1	Collaboration and engagement will take place with the proponents of any new approved projects that will be built or start to operate at the same time as the Kamay Ferry Wharves. This will be used to minimise the cumulative impacts.	Transport for NSW	Construction
Consultation to manage construction fatigue and cumulative impacts	CU2	Consultation will continue with National Parks and Wildlife Service on the development of Stage 1 of the Kamay Botany Bay National Park Kurnell Master Plan that will occur through the development of the project to manage any cumulative impacts.	Transport for NSW	Pre-construction and construction
	CU3	Consultation will continue with Sutherland Shire Council, Randwick City Council and Port Authority NSW through the development of the project to manage any unforeseen cumulative impacts.	Transport for NSW	Pre-construction and construction