



Transport for NSW

Environmental Impact Statement: A Summary

Kamay Ferry Wharves | July 2021

About the project

Transport for NSW is seeking planning approval to reinstate the Kamay Ferry Wharves at La Perouse and Kurnell in Botany Bay.

There were ferry wharves at Kurnell and La Perouse from the late 1890s until they were badly damaged by a storm in 1974.

The proposed replacement wharves would allow a ferry to once again connect the two points for the first time in over 45 years.

The ferry would let people access Kamay Botany Bay National Park by water and the wharves could also be used by small commercial vessels and recreational boats and people wanting to fish from the wharves.

It is expected a ferry would take about 20 minutes to travel between La Perouse and Kurnell – as opposed to a 90-minute road journey at peak times.

The actual ferry schedule would be confirmed by a future operator.

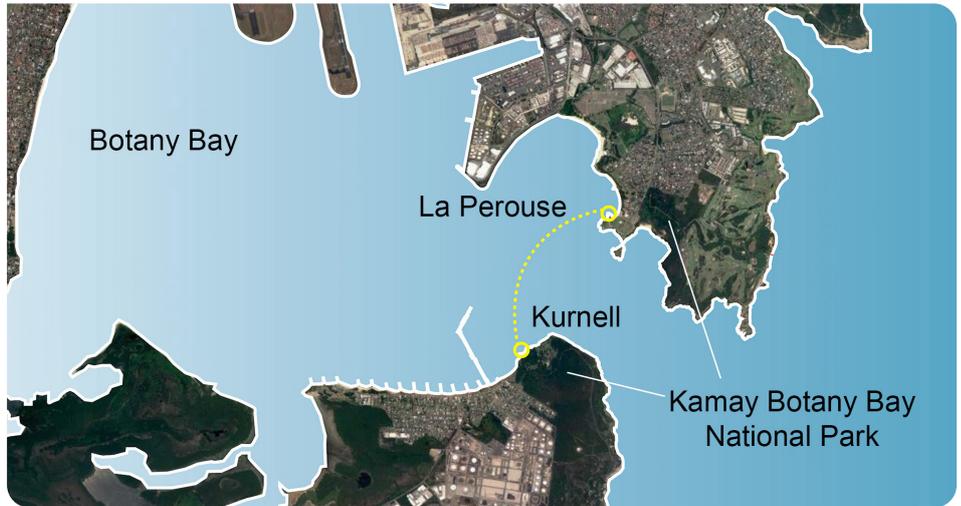


Figure 1: Project locations and regional context

This project is part of the NSW Government's plans to improve visitor amenity and access as part of the Kamay Botany Bay National Park Kurnell Master Plan, being implemented by the National Parks and Wildlife Service.

It would provide a new arrival and recreational experience and

allow people to connect with Aboriginal and non-Aboriginal heritage and cultural values.

Transport for NSW has established a project team to undertake the planning, design, assessment and delivery of the project.

This document summarises key topics in the Environmental Impact Statement.

As it is a summary, it does not contain the level of detail in the Environmental Impact Statement. We encourage you to read the complete document and its technical papers for more information, especially if you intend to lodge a submission relating to specific topics.

This document also includes an overview of strategies to avoid, manage and mitigate potential impacts.



Figure 2: Visualisation of La Perouse wharf

Project scope

Key features of the project include:

- Demolition of the existing viewing platform at Kurnell
- Temporary access roads, compounds, stockpiles, fencing, a causeway at Kurnell and a crane platform at La Perouse
- Relocation of three swing moorings at La Perouse
- Construction of wharves on piles at La Perouse and Kurnell that would include:
 - A berth for ferries up to 40 metres long
 - A multi-user berth for commercial and recreational vessels up to 20 metres long
 - Sheltered waiting areas and associated items
 - Signage and lighting

- Translation of stories shared by local Aboriginal community into feature design elements
- Paving and landscaping at wharf entries
- New footpaths connecting the wharves to existing footpaths and associated lighting
- Reconfiguration of existing car parking area at La Perouse to create 13 new car spaces, and associated footpath changes
- Bicycle racks at La Perouse
- Utilities including power and water to service the operations of the wharves

Additional parking to support the ferry wharf at Kurnell is not part of this project but will be provided by National Parks and Wildlife Service prior to the commencement of operation of the ferry wharf.

Construction will take about 13 months with most of the work taking place during weekdays and Saturday mornings.

Wharf locations

Transport for NSW considered three options for each site prior to determining the locations.

The options were close to each other given the limited space along the shoreline.

After evaluating how well each option supported the project's objectives and considering safety and environmental impact, the preferred option was to build the wharves at their original locations.



Figure 3: Visualisation of Kurnell wharf

Project Need

The project would provide for the return of a service which ran between the 1890s and the 1970s, and connect both areas of the National Park, allowing more people to access and enjoy historical and culturally significant areas.

The project aims to create a design outcome that respects and reinforces important Aboriginal and cultural values of the area and meets customer and community needs. Engaging with the local Aboriginal community has helped define and deliver a culturally sensitive outcome. Impacts are weighed alongside expected benefits delivered to current and future generations.

Benefits

The wharves will:

Improve access

- Reduce travel times between La Perouse and Kurnell compared to road travel
- Create infrastructure to allow ferries, commercial and recreational craft to berth
- Create a link for pedestrians and cyclists to continue their journey across Botany Bay

Improve visitation for the National Park

- Make it easier for people to travel between La Perouse and Kurnell with up to 36 ferry trips a day, subject to operator.
- Support plans for new commercial and recreational opportunities for the National Park
- Better accessibility would likely create opportunities for tourist operators and an increased spend in local shops

Improve connection to Country for the local Aboriginal community

- Reinststate a physical connection between La Perouse and Kurnell
- Restore and strengthen the cultural connection in Kamay Botany Bay
- Create a tangible improvement in connectivity to enhance Aboriginal cultural values

Provide Jobs

- Average of 25 construction workers a day (up to 40 at busy times).
- An extra 45 jobs generated by project activity could support employment in the local community.
- Potential opportunities for Aboriginal employment would be met in accordance with NSW Government's Aboriginal Procurement Policy.

Project planning context

The project is being assessed by the Department of Planning, Industry and Environment as State Significant Infrastructure. Any approval with conditions will be provided by the Minister for Planning and Public Spaces.

The assessment requires preparation of an Environmental Impact Statement (EIS) involving specialist studies and input from a number of different government agencies, stakeholders and the community in response to DPIE's Secretary's Environmental Assessment Requirements.

Transport for NSW also identified the project may significantly impact matters of National Environmental Significance. The project was referred to the Australian Government Department of Agriculture, Water, and the Environment in October 2020 and was determined to be a Controlled Action requiring further assessment and approval.



Figure 4: Key features of the project (La Perouse)

Project alternatives

Options considered to deliver and operate the project included:

Not carry out the development

Non-feasible alternatives included

- A previously proposed tunnel or bridge – this would be expensive and result in notable impacts on the National Park
- Use or upgrade existing wharves – The nearest wharf is Kurnell Port and Berthing Facility Wharf off Silver Beach – this is privately owned and cannot be used for technical and safety reasons. There are no alternative wharves near La Perouse.



Figure 5: Key features of the project (Kurnell)

Feasible alternatives

- Extra bus services between La Perouse and Kurnell. Buses currently take about two hours to travel between La Perouse and Kurnell. A bus with less stops could decrease the time, but is unlikely to be a significant reduction
- Because of current travel times, people are unlikely to use buses, leading to no improvement to access and visitor numbers to the National Park
- Water-based public transport, such as water-taxis would still need a wharf and may also not be inclusive due to fares or lack of disabled access.

Community engagement

The community has helped shape, inform, and influence the project from the point of developing the wider plans for the National Park dating back to 2008.

Engagement with the community for this project started in 2016 to initially confirm the feasibility.

In 2020 and 2021 various engagement activities have informed the community of the project and gathered feedback.

The local Aboriginal community has influenced the project through the provision of strategic advice at all stages via workshops, meetings, cultural interpretation co-design and feedback on design and elements such as landscaping.

The community can now view the Environmental Impact Statement and make a submission.

Key environmental impacts

There has been a detailed assessment of potential environmental impacts – many are construction-related and are temporary without permanent effects.

If approval is granted, a Construction Environmental Management Plan will detail methods and procedures to minimise and manage impacts and will include management plans for:

- Heritage
- Biodiversity
- Traffic
- Marine Work
- Soil and Water
- Noise and Vibration
- Waste and Energy
- Skills and Employment Strategy
- Community Liaison

These plans ensure conditions of approval are followed to manage, mitigate or eliminate impacts.

The plans will provide for:

- A preservation program and archaeological monitoring during construction to protect Aboriginal and non-Aboriginal heritage
- Measures and procedures for underwater heritage and any unexpected finds
- Marine biodiversity safeguards to prevent water pollution, limit sediment disturbance, limit vessel movements/anchoring and avoid vessel strike. This includes mapping sensitive habitats and establishing exclusion zones
- Protocols for out of hours works including requirements for notifications to the community

Project construction sites have been chosen to avoid and/or minimise impacts. However some impacts cannot be avoided as construction is in a sensitive heritage and marine biodiversity environment.

Measures will be in place during construction and operation to mitigate these residual impacts as much as possible. Mitigation measures are outlined in more detail in the EIS.

Potential impacts include:

Aboriginal heritage

- Two Aboriginal artefacts of low archaeological and cultural heritage significance would be lost due to excavation work for a proposed utilities trench at Kurnell
- Potential to impact on unknown heritage and archeology at both La Perouse and Kurnell

Non-Aboriginal heritage

- Construction and landscaping at Kurnell would directly impact the coursed stone sea wall, Monument Track and an African Olive tree
- The landscape element of the La Perouse Conservation Management Plan would be affected
- Construction would cause archaeological impacts to the former wharf approach road at La Perouse, and a former sandstone sea wall at Kurnell



Figure 6: Early works and site establishment at La Perouse

Underwater heritage

- Wharf construction would directly impact the second slipway, old wharf approach road and the remains of the Trust Wharf at La Perouse and potential Aboriginal heritage at Kurnell and La Perouse
- Unknown underwater heritage within the wharf alignment could also be impacted

Marine biodiversity

- Piling for wharves, construction vessel movements and anchoring would cause a loss of habitat including intertidal and subtidal reefs and seagrass with indirect impacts on marine fauna
- Underwater noise would cause temporary behavioural responses in marine fauna
- Construction lighting would cause impacts on fauna and marine birds
- Shade from wharf structures would restrict light and cause fragmentation of seagrass habitat, resulting in a loss of connectivity for marine fauna



Figure 7: Early works and site establishment at Kurnell

Terrestrial biodiversity

- Construction would result in permanent loss of native vegetation and potential habitat for threatened fauna including Gang-gang Cockatoo, Large-eared Pied Bat and Eastern Cave Bat

Traffic and transport

- During construction there may be short-term, minor traffic delays as well as restricted access to temporary construction areas, including no go zone for mariners in and around the construction area.
- The project would cater for increased demand for parking from the new wharves but would not resolve existing traffic and parking issues

Landscape character and visual amenity

- There would be temporary visual amenity impacts from construction materials, equipment and vehicles

Socio economic

- During construction there may be short-term access and amenity loss for visitors
- Once open, there would be a change in character and use of the area, which people may perceive as affecting the area's amenity and sense of place
- There will be regular information provided to the community during construction and a process to receive and resolve issues

Noise and vibration

- There would be temporary noise impacts during construction
- A Noise and Vibration Management Plan would manage impacts that may cause behavioural response in marine fauna or affect recreation users
- There could be vibration impacts on any unexpected archaeological heritage, if discovered

Coastal processes

- Sediment movement caused by work on the temporary causeway, piling and vessel movements would be monitored to ensure compliance with water quality standards
- The causeway at Kurnell may temporarily change sediment and wave movement along the shoreline and temporary armour would be installed along the shoreline
- Restrictions on approaching, berthing and departing from wharves would be enforced to manage localised scour. Measures will be agreed with the Harbour Master

How to comment on the Environmental Impact Statement (EIS)

The EIS will be on exhibition from 14 July to 11 August. The EIS is available on the Department of Planning, Industry and Environment Major Projects website <https://www.planningportal.nsw.gov.au/major-projects/project/34291>.



This includes 30 chapters and 25 appendices including a detailed report on the engagement with the community to date.

It is also available on Transport for NSW's project website [Kamay ferry wharves - Projects - Roads and Maritime Services](https://www.transport.nsw.gov.au/kamay-ferry-wharves-projects-roads-and-maritime-services).



How to make a submission

You are invited to make a submission up to and including 11 August 2021.

Online: [planningportal.nsw.gov.au/major-projects](https://www.planningportal.nsw.gov.au/major-projects) and follow the 'on exhibition' links.

In writing: If you cannot lodge online, post or drop your submission to the address below, to arrive before the close of exhibition. If you want your personal information to be withheld before publication, please clarify this at the top of your cover letter and do not include personal details in your submission.

Information Sessions / Online Sessions

Transport for NSW is offering information sessions. With the current Covid-19 situation these are likely to be at the times below but online. Please email kamayferrywharves@transport.nsw.gov.au if you plan to attend so we can provide you with relevant links to attend online or via phone or advise you if they will go ahead in person.

Should the information sessions go ahead you can attend at any time between the hours shown below. You will be able to speak to a member of the team about the project and any matters raised through the EIS. Any online sessions will be more formal with a start and end time.

Location as per below or online at the same times based on latest Covid advice

INFO SESSIONS ARE NOW ONLINE AND WILL BE AT THE SAME TIMES AS SHOWN HERE.

Kurnell – Marton Hall, 92-94 Captain Cook Drive	Saturday 24 July 2021 10 am - 11 am
La Perouse – Museum, 1542 Anzac Parade in the Instrument Room	Wednesday 28 July 2021 5.00 pm - 7.00 pm
La Perouse – Museum, 1542 Anzac Parade – in the rear historic Courtyard	Saturday 31 July 2021 10 am - 12 noon
Kurnell – Marton Hall, 92-94 Captain Cook Drive	Tuesday 3 August 2021 5.00 pm - 7.00 pm

USE THE QR CODE AT LEFT TO REGISTER FOR YOUR CHOICE OF WHICHEVER SESSION YOU'D LIKE TO ATTEND.

You can also have your questions answered via phone 1800 228 554 or email kamayferrywharves@transport.nsw.gov.au

Please include:

- your name and address
- the Kamay Ferry Wharves application number – 'SSI - 10049'
- a statement on whether you 'support' or 'object' to the proposal or if you are simply providing comment
- the reasons why you support or object to the proposal
- a declaration of any reportable political donations you have made in the last two years (visit www.planning.nsw.gov.au/DonationsandGiftDisclosure or phone 1300 305 695 to find out more).

Address:

Director, Transport Assessment
Planning and Assessment
Department of Planning, Industry
and Environment
4 Parramatta Square
12 Darcy Street
Parramatta NSW 2124

All submissions received will be placed on the Department of Planning, Industry and Environment major project website. If you have any privacy concerns, please read the Department of Planning and Environment's Privacy Statement at www.planning.nsw.gov.au/privacy or call 1300 305 695 for a copy.