

# Kamay Ferry Wharves



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## WHARF DESIGN

### How were the wharf locations determined?

Transport undertook an options assessment that determined to build the wharves where they stood previously. Factors such as access, being close to the National Park, and environmental sensitivities were considered.

More information on the options assessment is included in the EIS on the NSW Department of Planning and Environment (DPE) [website: \(http://www.planningportal.nsw.gov.au/major-projects/project/34291\)](http://www.planningportal.nsw.gov.au/major-projects/project/34291)

### How long is each wharf?

Detailed design on the wharves has now been completed, final details on the lengths is provided below:

- The Kurnell Wharf will extend around 224 metres from the shoreline.
- The La Perouse Wharf has a 'dog-leg' design. It extends around 104 metres from the shoreline into the bay. The berthing area runs adjacent to the shoreline and is around 80 metres in length. The total length of the structure is around 184 metres.

These measurements have been taken from where the wharf structure connects to the land-based approach/retaining structures.



Artist impression of Kurnell Wharf



Artist impression of La Perouse Wharf

### Why do the wharves need to be so long?

The wharf length was designed to ensure that the water is deep enough for ferry vessels to safely berth. We were also informed by industry about the wharf length.

They are designed for ferries up to 40 metres in length, with a two-metre maximum draft (the draft is the section of the boat that is under the water).

### What size vessels can berth at the wharves?

Commercial and recreational vessels of up to 20 metres in length and ferries of up to 40 metres.

### What recreational berthing facilities will be available?

The wharves will provide facilities for berthing of vessels up to 20 meters in length. This includes

- secondary fenders are being provided between primary fenders to enable smaller vessels to berth
- double horn cleats to secure vessel mooring lines to
- an 80mm DD fender along the edge of the main structure on the berthing face to assist berthing and to protect the vessel and structure edges.

### Will lighting be provided on the wharves?

Lighting will be provided at both wharves and is designed to meet the relevant Australian Standards and Transport for NSW ferry wharf guidelines. The lighting is programmable with motion detection and dimming functionality.

### Will CCTV be installed at the wharves?

The design of the wharves allows for CCTV if required.

### Is this project connected to any cruise terminal proposals?

The Kamay Ferry Wharves project is part of the [Kamay Botany Bay National Park Kurnell Master Plan](#) which does not include any cruise terminal projects.

Because of the location and design of the wharves, including limited water depth, these wharves are not designed to accommodate cruise ships.

### Will bins be provided?

There will be two bins at each wharf, one recycling and one for general waste.

The existing Council waste bin at La Perouse that is within the landside construction area will be temporarily removed and then reinstalled prior to the completion of the construction works.

### Will there be toilets?

Toilets are not provided at the wharves as there would be facilities available on the ferries. There are public toilets at La Perouse and Kurnell.

### Will the wharves be accessible?

The wharves will meet accessibility requirements under the Disability Discrimination Act 1992 (DDA) and the Disability Standards for Accessible Public Transport 2002 (DSAPT).

### How many bike racks will be provided?

There will be 10 new bike racks / hoops installed at La Perouse as part of the landside work.

The provision of bike racks at Kurnell will be undertaken in consultation with NPWS.

## ENVIRONMENTAL MANAGEMENT

### What impacts were assessed as part of the Environmental Impact Statement (EIS)?

As part of the planning process, we prepared an Environmental Impact Statement (EIS) which assessed the expected impacts of the construction and operation of the project on the local community and environment. It also included how we plan to manage and mitigate these impacts.

This included:

- biodiversity
- Aboriginal heritage
- non-Aboriginal heritage
- maritime archaeology
- construction activities
- traffic
- hydrology
- groundwater
- noise and vibration

- socio-economic
- landscape and visual
- contamination
- coastal processes
- climate change
- air quality
- cumulative impacts.

## Where can I access the EIS and other planning documents?

You can find the EIS and other documents such as the approval determination and conditions of approval, on the NSW DPE [website \(http://www.planningportal.nsw.gov.au/major-projects/project/34291\)](http://www.planningportal.nsw.gov.au/major-projects/project/34291)

Information on the Commonwealth Department of Climate Change, Energy, the Environment and Water notification of approval and conditions can be found on their [website \(https://epbcpublicportal.awe.gov.au/all-referrals/project-referral-summary/?id=9ca28e6b-681a-eb11-9650-005056842ad1\)](https://epbcpublicportal.awe.gov.au/all-referrals/project-referral-summary/?id=9ca28e6b-681a-eb11-9650-005056842ad1)

EIS documents are also available on our [project documents webpage](#).

## How are the impacts to seagrass and fish habitat being managed?

Managing environmental impacts is our key focus because we are working in an environmentally sensitive area which is home to threatened species including *Posidonia australis* seagrass and White's Seahorse.

While the design of the wharves is aimed at avoiding as many impacts as possible, construction activities and shading from the wharf will have some impact on seagrass, including *Posidonia australis*.

To minimise and offset these impacts, we will implement:

- **a Construction Environmental Management Plan.** This includes a Biodiversity Management Plan to manage and mitigate the impacts on marine and land-based biodiversity during construction. This plan will be developed with the relevant agencies and requires DPE approval.
- **a Marine Biodiversity Offset Strategy (MBOS)** to offset impacts that can't be avoided. We'll continue to consult with the relevant State and Federal agencies and other key stakeholders including the Gamay Rangers and Scientists from the University of NSW (UNSW).

Through the MBOS, we will rehabilitate and improve seagrass habitat in Botany Bay by translocating from impacted areas and creating new areas of growth. This will provide improved habitat and environment for existing *Posidonia australis* meadows, as well as providing artificial habitat for Syngnathids, including seahorses.

To help with this work, seasonal seagrass location surveys and mapping have been completed.

We'll also work with marine biologist divers to safely relocate any seahorses as we have done on our other wharf upgrade projects.

Read more below and on our [project documents webpage](#).

## What is the Marine Biodiversity Offset Strategy and Implementation Reference Panel?

### Firstly, what is an environmental offset and why are they needed?

When an action/project has adverse residual impacts to protected animals, plants, habitats or places, an environmental offset strategy is needed under NSW and Australian law.

If an action/project can't avoid the environmental impact, it needs to try and mitigate (reduce) it. If it can't do this, it has to offset any residual (remaining) impact.

Environmental offsets compensate for remaining impacts of the action. They make up for impacts that can't be avoided or mitigated.

If an offset is needed, it must relate directly to the environmental impact of the project.

### **What is the Kamay Ferry Wharves Marine Biodiversity Offset Strategy (MBOS)?**

The MBOS outlines how we will manage and mitigate the residual impacts of the project on marine ecology and biodiversity identified in the Environmental Impact Statement (EIS).

It outlines direct offset activities such as:

- the restoration of *Posidonia australis* seagrass to create a greater area of Posidonia habitat than is expected to be directly impacted by the project
- the provision of artificial habitat (seahorse hotels) for White's Seahorse
- improvements to existing moorings to offset impacts to *Zostera* and *Halophila* seagrass and macroalgae.

It also includes other indirect offset activities such as the project supporting research into seagrass rehabilitation.

An MBOS Implementation Reference Panel was set up in January 2023 to review and oversee the development and implementation of the MBOS and to meet our Conditions of Approval.

The panel includes an Independent Scientist and representatives from NSW DPI Fisheries Coastal Systems and Threatened Species Division, Transport for NSW, and observers from NSW Department of Planning and Environment and the Australian Department of Climate Change, Energy, the Environment and Water.

Transport has updated the MBOS and the panel has endorsed it.

The first stage of the MBOS – translocating *Posidonia* seagrass from the project impact area at Kurnell to rehabilitation sites – has been completed. Around 13,000 shoots were translocated at Kurnell to a new rehabilitation area of 305m<sup>2</sup>.

The MBOS will be progressively updated as detailed offset implementation plans (such as for seahorse hotels and environmentally friendly moorings) are prepared and endorsed by the panel, and as rehabilitation and monitoring work progresses.

Visit our [project documents webpage](#) to view the latest MBOS.

You can find more information about environmental offsets on the following websites:

- Department of Climate Change, Energy, the Environment and Water [environmental offsets under the Environment Protection and Biodiversity Conservation Act 1999 \(EPBC Act\)](#)
- Department of Planning and Environment [NSW biodiversity offsets policy for major projects](#)
- NSW Department of Primary Industries [policy and guidelines for fish habitat conservation and management](#)

### **What is the MBOS seagrass translocation, rehabilitation and monitoring process?**

We are partnering with specialists from the University of NSW and Gamay Rangers to implement the Marine Biodiversity Offset Strategy (MBOS).

This work will include *Posidonia australis* seagrass translocation, rehabilitation and monitoring activities.

UNSW research scientists have developed underwater seagrass gardening techniques to help to restore *Posidonia australis* meadows in NSW.

The physical translocation of *Posidonia australis* took place June and July 2023.

Because *Posidonia australis* is a protected species, taking donor plants from existing meadows is not an option for restoring the species elsewhere. This project provides research scientists with the unique opportunity to harvest healthy *Posidonia australis* donor material from areas where it will be impacted by construction and replant the shoots in nearby areas in Botany Bay where it has been lost in the past. They will also replant *Posidonia australis* fragments collected from shorelines around Botany Bay.

This restoration work is aimed at creating a greater area of *Posidonia australis* habitat than is expected to be directly impacted by the project. It will also collect important data that will help to shape future *Posidonia australis* restoration projects in Australia.

The research scientists will carry out seagrass monitoring before, during and after construction and then operations.

Information on the result from this monitoring will be made publicly available on the Kamay Ferry Wharves website annually. This means that the community can follow the progress of the restoration.

## What is a Construction Environmental Management Plan?

The Construction Environmental Management Plan (CEMP) is a site-specific plan developed for the construction phase of a project. It ensures all contractors and sub-contractors comply with the environmental conditions of approval and that environmental risks are properly managed.

## How will Aboriginal and non-Aboriginal archaeological sites be protected?

We have designed the project to minimise impact on known heritage features where possible. We will also:

- Implement a Construction Heritage Management Plan to minimise construction impacts on known heritage. This will include a stop work procedure to assess any unexpected heritage finds.
- Carefully manage Aboriginal heritage with representatives from the Aboriginal community.

## How will contamination be managed?

Any contamination that may be found will be managed as part of the Soil, Water and Contamination Management Sub Plan. This plan has been reviewed by the Site Auditor (who is accredited by NSW Environment Protection Authority).

Further waterside contamination sampling was undertaken as requested by the Australian Department of Climate Change, Energy, the Environment and Water as part of their assessment process. The results indicated that the impact of disturbed sediments to Matters of National Environmental Significance (MNES) is low/negligible. The sampling report is available on the [project documents webpage](#).

## What further contamination studies were requested by the Commonwealth?

Transport carried out contamination sampling for the project as part of the Environmental Impact Statement (EIS). The sampling complied with the required guidelines and assessments for the project. The results of the sampling can be found in Appendix Q – Targeted Site Investigation of the EIS on the [project documents webpage](#).

The Australian Department of Climate Change, Energy, the Environment and Water requested further waterside contamination sampling as part of its assessment process. This sampling was required to meet the National Assessment Guidelines for Dredging 2009.

As the Kamay Ferry Wharves project does not require dredging or sea dumping, Transport did not undertake this type of sampling for the EIS.

We have carried out this additional sampling and the results show that the impact of disturbed sediments to Matters of National Environmental Significance (MNES) is low/negligible. The sampling report is available on the [project documents webpage](#).

Transport will continue to work with the regulatory agencies and the determining authority to ensure that safeguards are in place and environmental impact is minimised.

## What work did the Site Auditor undertake?

As part of the Department of Planning and Environment's planning conditions, we engaged an NSW Environment Protection Authority accredited Site Auditor to review the following reports:



- ‘Kamay Wharf Project, Preliminary Site Investigation – La Perouse Site’ dated 6 December 2022 by Environmental Resources Management Australia Pty Ltd (ERM) (PSI La Perouse)
- ‘Kamay Wharf Project, Preliminary Site Investigation – Kurnell Site’ dated 6 December 2022 by ERM (PSI Kurnell)
- ‘Kamay Wharf Project - Sediment Investigation, Sampling and Analysis Quality Plan’ dated 18 January 2023 by ERM (Sediment SAQP)
- ‘Kamay Wharf Project - Sediment Investigation’ dated 5 May 2023 by ERM (Sediment Investigation)
- ‘Re: Response to RFI – Kamay Ferry Wharves’ dated 25 April 2023 by Environmental Risk Sciences Pty Ltd (EnRisk) (Assessment of Protected Matters)
- ‘Kamay Wharf Project, Targeted Site Investigation’ dated 28 June 2023 by ERM (TSI)
- ‘CEMP Appendix B6. Soil, Water and Contamination Management Plan, Kamay Ferry Wharves’ dated June 2023 by McConnell Dowell (SWMP).

The review found that the nature and extent of contamination has been appropriately determined.

A Remedial Action Plan for the removal of the identified asbestos has been prepared and is being reviewed by the Site Auditor. Endorsement is required prior to the removal of asbestos to ensure compliance with guidelines.

You can read the Site Audit Statement and Site Audit Report on the [project documents page](#). You can also view the latest Soil, Water and Contamination Management Sub Plan on this page.

## How will asbestos be managed?

To build the wharf landside structures and install utilities, we need to excavate some areas of ground at La Perouse and Kurnell. These activities will result in the need to remove small fragments of bonded asbestos within our work zones.

### What is asbestos?

There are two main types of asbestos:

- Bonded asbestos is the most commonly found asbestos in the built environment. It is firmly interwoven within a material and, under normal circumstances, is unlikely to become airborne. Examples include roofing material, ceiling tiles, floor tiles, cement sheeting, gutters, rainwater pipes and water tanks.
- Non-bonded asbestos can be crumbled or reduced to powder by hand pressure when dry and is easier to release into the air when disturbed. Examples include insulation around pipes, electrical equipment and concrete formwork.

### Where is asbestos located?

As part of the Environmental Impact Statement, we carried out contamination assessments which found the presence of bonded asbestos in some areas within the project landside work areas. Finding this material is a common occurrence on construction sites as it was used in a range of buildings up until 1987.

Archaeological site investigations carried out at La Perouse in July and August 2023 also confirmed the presence of bonded asbestos within parts of the project work areas.

### How is asbestos material managed?

The Soil, Water and Contamination Management Sub Plan (SWCMP), and other site-specific management plans including Remedial Action Plans (RAP), outline how asbestos will be managed.

The potential for finding unexpected contamination exists in every project involving excavation. Our SWCMP also includes an Unexpected Contaminated Finds Procedure for managing asbestos in locations that may not have been identified in the EIS or in other investigations.



If previously unidentified contaminated material is found, all relevant work would stop near the discovery and the unidentified material would be managed in accordance with the unexpected finds procedure.

You can view the SWCMP on our webpage and the RAP will be available shortly.

### **What safety measures will be used?**

The health and safety of our workers, the community and the environment is our priority. We are working in line with the Environmental Protection Authority (EPA) and SafeWork NSW guidelines to ensure we appropriately manage and remove asbestos according to our environmental and health obligations.

We will use the following safety methods to manage asbestos:

- signs, barriers and temporary fencing will surround areas containing asbestos
- a hygienist will be on site to monitor and control the asbestos removal
- water sprays will be used to suppress dust
- air monitoring
- workers will wear specialised personal protective equipment
- any material containing asbestos will be loaded, transported and disposed of at licensed facilities by specially trained and licensed personnel.

For more information on asbestos, please visit [safework.nsw.gov.au](https://safework.nsw.gov.au)

### **How will an increase in traffic and demand for car parking as a result of the wharves be managed?**

We carried out traffic and parking surveys as part of the EIS to understand existing conditions. This also included parking demand generated by the wharves.

Based on this analysis, 13 additional car parking spaces will be built at La Perouse and 34 additional car parking spaces at Kurnell, which is sufficient to meet the demand generated by the project in 2036.

At La Perouse, Transport will reconfigure existing parking on Anzac Parade to include the new spaces. Near the wharf entrance, we will reconfigure the area to increase accessible parking from one to three spaces. There is level access from these parking spaces to the existing sealed footpath that will connect with the wharf.

At Kurnell, National Parks and Wildlife Service will reconfigure and expand the existing Cricket Pitch carpark within the National Park. Visit the [National Parks and Wildlife webpage](#) to stay updated on their work, or email them at [npws.sydneysouth@environment.nsw.gov.au](mailto:npws.sydneysouth@environment.nsw.gov.au). Existing accessible parking spaces at Kurnell are located on Prince Charles Parade (near the entrance to the National Park on the corner of Prince Charles Parade and Captain Cook Drive). There is level access from the parking spaces to a sealed footpath. This footpath connects to the Monument Track (also a sealed path) which leads to the new wharf.

We will also provide bike parking to support active transport access to the wharves. Bus scheduling would be considered as part of planning for a future ferry service.

### **How many trees are being removed as part of this project and what are they being replaced with?**

We have removed seven trees from the Kurnell site, including one African olive tree, one Port Jackson Fig tree in poor health<sup>1</sup>, and five juvenile trees. These will be replaced at a ratio of 2:1 in consultation with National Parks and Wildlife Services.

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<sup>1</sup> Updated to include the correct tree name.

There was also some vegetation removal including a shrub at La Perouse. New trees and plants will be planted as part of the wharf landside design.

### What are the environmental safeguards that will be used during construction?

We will use a variety of environmental safeguards and mitigation measures at times throughout the project. Some of these include:

- managing and reducing dust by using measures such as covering stockpiles, wetting access roads, creating 'hard stand' surfaces and using rumble grids (which help to remove dirt from tyres leaving site)
- regular monitoring of noise and vibration
- visual air monitoring
- turbidity/water clarity monitoring
- controls of erosion and sediment for land-based work including fencing to contain sediment
- placing localised 'silt curtains' in the water for certain activities to contain sediment if produced
- Syngnathid/seahorse and Black Rockcod inspections
- starting piling work slowly, called a 'soft start' procedure, to help deter animals from the area before the installation activities intensify
- conducting observations for marine mammals during piling work and stopping work if certain marine fauna approach close to the works
- using 'bio friendly' oil in marine plant and equipment where possible
- maintaining equipment to avoid leaking of oil/petrol etc.

More information is provided in management and sub-plans on our [project documents page](#).

## CONSTRUCTION

### When will construction be completed?

Construction is expected to be completed by late 2024.

### When will you work?

For site establishment and construction work, our standard work hours are:

- 7am to 6pm, Monday to Friday
- 8am to 1pm on Saturday.

We will notify nearby residents and businesses in advance if work is required outside these hours. All work activities and dates provided are subject to weather and site conditions.

Seagrass fragment collection and re-planting work will be intermittent and take place on weekdays, during the day.

### Will you need to work outside of standard hours?

At times, our contract partner may request to work outside of standard work hours.

Under our project conditions, if the work being carried out is low impact, as described in our conditions of approval, a request is submitted to the Project's independent Environmental Representative.

If the work has a higher noise impact, we may need to undertake a Community Negotiated Agreement process.

This process involves seeking agreement from a substantial majority of residents and businesses impacted by the proposed work. We undertake noise modelling to determine impacted residents and businesses.

Transport and our contract partner would then engage with these impacted residents and businesses by undertaking letterbox drops, doorknocks, emails and phone calls.

Once we have engaged, or attempted to engage, impacted residents and businesses, the independent Environmental Representative reviews the responses and determines the approval for the Community Negotiated Agreement. We will provide information on the outcome of the process on our website and via letterbox notification.

Work taking place outside of standard hours can be reviewed by the Project's independent Environmental Representative at any time.

### What machinery will be used?

There will be use of land-based equipment such as excavators, rollers and compactors, road saws, tipper trucks, sucker trucks (for high pressure water excavation) and cranes.

In the water there will be several large barges with piling/drill rigs and cranes plus several smaller support vessels.

### How many trucks will come to site?

Construction vehicles including trucks driving to and from site – we expect around 20 heavy vehicles per day at each site over the construction period.

### Will parking be impacted during construction?

At La Perouse, around nine parking spaces on Anzac Parade will be temporarily removed during construction to allow site access. These will be reinstated when we complete the project.

At times during construction, we will also need to temporarily fence off some areas along Anzac Parade to install utilities and the additional car parking spaces. We'll provide more details about the timing and impacts of this work before we start.

At Kurnell, we don't anticipate there will be any parking impacts during construction.

### Where will workers park?

We aim to reduce impact on local parking by encouraging workers to take public transport, to share transport, and to use dedicated parking spaces within the site compounds.

### Are there impacts to the Monument Track at Kurnell?

We have closed a section of the Monument Track to allow utilities work and site access. A detour track is provided around the eastern side of the site compound which links to the existing Burrawang walk or you can use existing access points within the National Park. Please note the detour track is not a concrete path. We apologise for any inconvenience this may cause.

We'll reinstate the Monument Track at the end of construction.

### Can I enter the construction work area, including on the water, during the work?

For the safety of the community and workers, the construction zone and site compound areas will be fenced off on the landside.

A maritime exclusion zone will be in place on the water. All water users must keep a safe distance from the waterside work zone, marked by yellow marker buoys.

There is also a 'no anchor zone' to protect the seagrass restoration in Botany Bay, Kurnell. Contact our team if you have any questions.

## What should I do if I have a complaint about the work?

To make an enquiry or complaint about the project, you can:

- Call the project information line: 1800 718 556
- Email either:  
kamaywharves@mcdgroup.com  
kamayferrywharves@transport.nsw.gov.au
- Write to us at:  
Kamay Ferry Wharves Project, Transport for NSW, Community and Place, PO Box K659,  
Haymarket NSW 1240

You can read more about this process in section 11.2 in the Community Communication Strategy on the [project documents page](#).

## PLANNING

### What was the planning approval process?

The project was approved under the State Government under Part 5, Division 5.2 of the *Environmental Planning and Assessment Act 1979* (NSW) (EP&A Act) and the Australian Government under Part 9 of the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (Cth) (EPBC Act).

An Environmental Impact Statement (EIS) was prepared in accordance with Part 3 of Schedule 2 of the NSW Environmental Planning and Assessment Regulation (EP&A Regulation), with reference to:

- Commonwealth Environment Protection and Biodiversity Conservation Regulation (EBPC Regulation)
- Project-specific assessment requirements issued by the Secretary of the Department of Planning, Industry and Environment (DPIE) on 1 July 2020, revised on 4 May 2021
- Significant Impact Guidelines 1.1 Matters of National Environmental Significance.

A single EIS was prepared in accordance with a bilateral agreement between the NSW and Australian governments made in 2015 under section 45 of the EBPC Act. The EIS was on public exhibition for feedback from 14 July 2021 until 11 August 2021.

The project was approved by the NSW Department of Planning and Environment (DPE) on 27 July 2022. You can view the EIS, Response to Submissions Report and determination documents on [DPE's website](#).

The project was approved by the Commonwealth Department of Climate Change, Energy, the Environment and Water on 17 March 2023. You can view the approval information on [their website](#).

### Why was the project classified as State Significant Infrastructure?

Some types of infrastructure are deemed to have state significance due to the size, economic value or potential impacts that it may have.

In May 2020, we applied to the former NSW Minister for Planning and Public Spaces to carry out the project as State Significant Infrastructure due to the project's potential for significant ecological and heritage impacts given its location in the National Park. This approval was granted in July 2020.

You can read more in the EIS, or about SSI more generally on DPE's [website](#).

## How much does the project cost and why has the cost increased?

The project has been impacted by economic pressures including an unprecedented demand for skills and resources in the construction sector, oil prices, COVID-19 restrictions, and economic uncertainty. Transport for NSW continues to look for the best solution and value for money for the NSW taxpayer. The former NSW State Government allocated \$78 million in funding for the project.

## WHARF OPERATION

### Is fishing allowed?

Fishing is allowed from the new wharves.

### Who can berth at the wharf?

The wharves would be available for temporary berthing for recreational and commercial vessels to pick up or drop off passengers.

### Who will maintain the wharf?

Transport for NSW will maintain the wharves at La Perouse and Kurnell.

### What will the wharves be named?

The wharves are called La Perouse Wharf and Kurnell Wharf.

### How will the wharves be managed?

We are working on a Wharf Access Policy, similar to those used for other wharves (for example, [Commercial vessel access to Commuter and Charter Wharves in Sydney Harbour](#)).

## FERRY SERVICE

### When will the ferry service start and who will operate it?

Discussions with various ferry operators operating similar services at other locations have informed the project's planning, assessment, and design.

At this stage the most appropriate operating model and party has not been determined.

We are working on the future ferry service and will keep the community updated.

### What route will the ferry service take and what would be the impacts?

We understand there are some concerns that the route of a future ferry service could impact recreation and marine conservation areas, including squid breeding habitat areas. Potential impacts and mitigations would be considered as part of ferry service route planning.