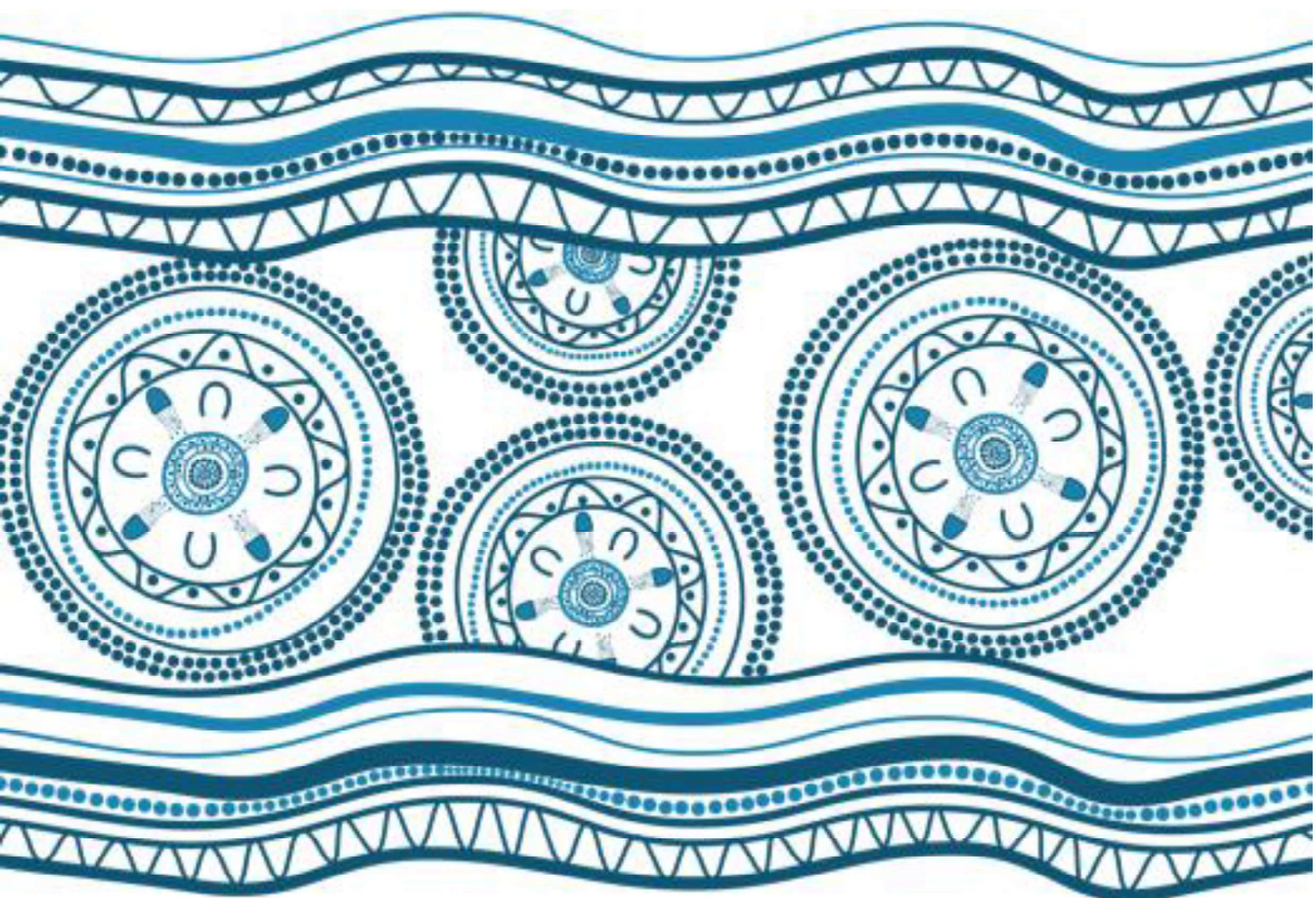


## Appendix D

# Consultation Process and Outcomes Report



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# **Kamay Ferry Wharves**

## **Consultation Process and Outcomes Report**

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## Appendix A – List of stakeholders consulted

# 1. Executive summary

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There has been interest in the reinstatement of the old ferry wharves at Kurnell and La Perouse since they were destroyed by storm in 1974.

The wharves previously formed a social and cultural focal point for the community. Formal engagement on the possible return of the wharves started in 1999 and there was detailed engagement in 2017 as part of a feasibility study for the project.

Transport for NSW has engaged with the community for this current stage of the proposed project since July 2020, with some meetings occurring earlier in 2020.

The purpose of this current engagement is to contribute to the proposed project design and to identify mitigation measures as part of the Environmental Impact Statement (EIS).

Throughout the current engagement there has been interest in the return of the ferry wharves as they would contribute to recreational amenity in addition to offering the opportunity for a ferry service across Botany Bay.

Communications supporting the current engagement have included Project Updates letterbox dropped to 6,000 residents living in and near La Perouse and Kurnell in July 2020 and a second one in February 2021. People were also informed through newspaper advertisements and direct email, and the launch of an interactive website 'Your Say Kamay Ferry Wharves' to provide information, allow people to make comment, provide input via a survey and give input around key topic areas for the Environmental Impact Statement.

In August 2020 there were three Zoom interactive sessions on-line rather than in person to comply with the NSW Government's guidelines to social distance due to the COVID-19 pandemic. In February 2021 we hosted four outdoor information sessions of two hours each being two at Kurnell and two at La Perouse.

A range of issues have been raised through engaging with the community and other stakeholders including:

- concern that the project will add to the existing significant traffic and parking issues at both La Perouse and Kurnell
- need to be reassured that the impact on the environment is being assessed and minimised
- concern about the size of the ferries
- interest in more detail about the operation of the proposed ferry service (some of these questions will need to wait for procurement of a ferry service provider), and
- concern about the visual impact of the wharves.

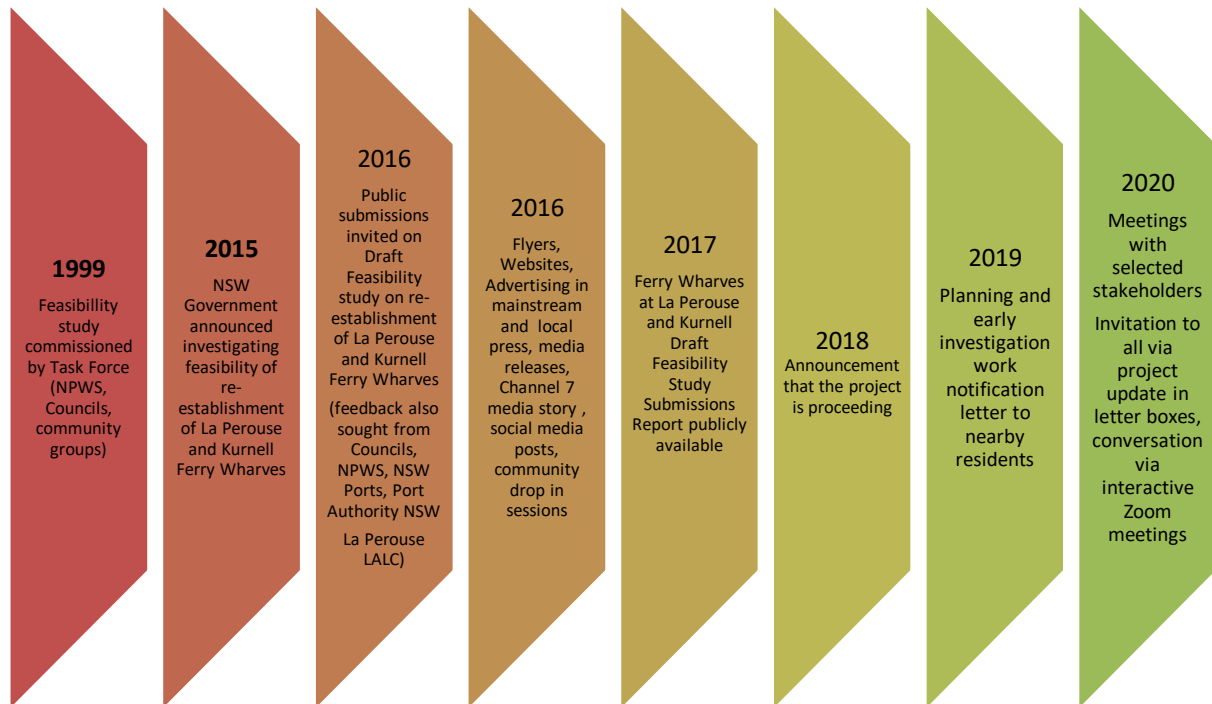
In addition, while Transport for NSW has stated that the ferry wharf proposal has no links to the deferred Yarra Bay cruise ship terminal, the potential that the projects are connected has been continually raised by the community. There was also the misconception that the project construction will require dredging of the sea bed but there will be no dredging required.

Transport for NSW have completed concept designs for the wharves. The current project stage is about seeking further input on the proposal in advance of the formal exhibition of the EIS in mid 2021. When the EIS is on exhibition Transport for NSW will be seeking formal submissions from the public in response to the detailed information that will be provided in the EIS.

## 2. Introduction

### 2.1 Background

Transport for NSW has been engaging with community and other stakeholders on the proposal to reinstate the wharves since 1999. An outline of consultation undertaken relating to the reinstatement of the ferry wharves is summarised as follows:



The 2017 feasibility study report recorded the outcomes from the engagement that occurred in July and August 2016. A total of 111 submissions were received and of these:

- 82 (74%) expressed support for potential new ferry wharves at Kurnell and La Perouse
- 12 (11%) were unsupportive of potential new ferry wharves at Kurnell and La Perouse
- 17 (15%) were neutral.

The main reasons given for supporting the potential new ferry wharves were:

- Economic development and tourism opportunities
- Improved access to Kamay Botany Bay National Park
- Providing an alternative to driving to travel between La Perouse and Kurnell.

Reasons given for not supporting the potential new ferry wharves were:

- Traffic and parking impacts
- Unsupportive of government subsidising a ferry service
- Social impacts on local residents.

Issues raised that need to be considered in any future development of the wharves included:

- Security of the new facilities
- Land and marine environmental impacts including impact on the migratory birds
- Consideration of Aboriginal heritage
- Need to create opportunities for Aboriginal people.



## 2.2 The Project

Transport for NSW is seeking approval under Division 5.2 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) to reinstate multi-user wharves at La Perouse and Kurnell to accommodate passenger ferries and other vessels (the Project).

Reinstatement of the wharves would re-establish the waterborne connection that existed between La Perouse and Kurnell intermittently up until 1974 when the old wharves at these locations were badly damaged by storms which is expected to increase visitation to the Kamay Botany Bay National Park, reinstate access to Country for the local Aboriginal community and transform the Park into an iconic tourism destination resulting in numerous social, cultural, economic and tourism benefits to communities on either side of Botany Bay including:

- Activation of investment opportunities leading to the creation of jobs and wider economic benefits, in particular to the construction, tourism and hospitality sectors
- Significant cultural, health and economic benefits to the local Aboriginal population providing a meaningful step towards reconciliation at the location of the first Meeting Place.
- Active transport alternatives facilitating mode shift away from private vehicle use and consequently a net reduction in carbon emissions and improved road safety
- Place making and amenity improvements
- Safer access for recreational fishers which is expected to contribute to a reduction in rock fishing incidents in the region
- The missing link for walking and cycling routes around Botany Bay and along the coastline

The primary purpose of this project would be to operate a public ferry service to service visitors to the area and by the local community for cultural and recreational purposes. It would also provide short term use for tourism-related commercial vessels and recreational boating.

The project provides opportunities for cultural and economic benefits to the local Aboriginal community by providing improved access to culturally significant sites. It is also expected to deliver benefits and opportunities to wider communities on either side of Botany Bay such as investment opportunities in a ferry service and other new visitor/tourist experiences.

Key features of the project include two new wharves, one at La Perouse and one at Kurnell that would include:

- Berth for ferry vessels (to accommodate vessels up to 40m long)
- Berth for recreational and commercial vessels (to accommodate vessels up to 20m long)
- Sheltered waiting areas and associated furniture
- Space to accommodate other users such as fishing and those using recreational vessels
- Signage and lighting
- Landside paving, access ramps, seating and landscaping at the entrance to the wharves
- Reconfiguration of existing car parking areas at La Perouse to increase the number of spaces (including provision of accessible parking and drop off and pick up areas)
- Reconfiguration of footpaths around the new car parking areas at La Perouse
- Provision for bike racks at La Perouse
- Installation of utilities to service the wharves.

The total construction period is anticipated to take up to 13 months, starting in early 2022. The construction of the two wharves on either side of Botany Bay is expected to occur simultaneously.

A concept design has been developed for the project, which forms the basis of the Environmental Impact Statement (EIS). This Interim Consultation Report supports the EIS prepared for the Project.

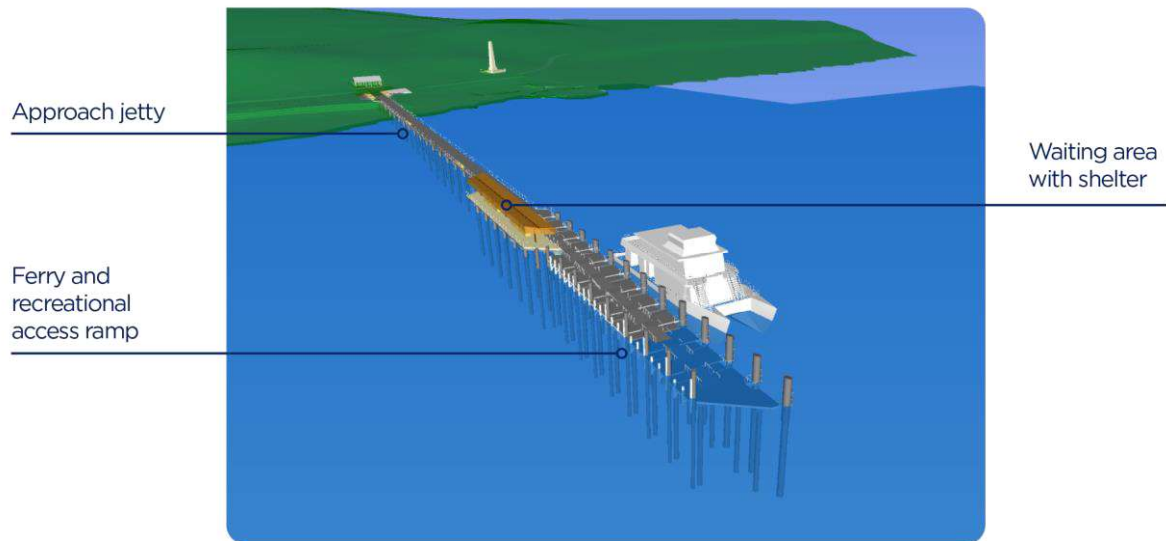


**Figure 1: Location of the ferry wharves and the proposed ferry service**



**Figure 2: Concept design for the wharf at La Perouse**





**Figure 3: Concept design for the wharf at Kurnell**

### 2.3 Requirements for Consultation

The Secretary's Environment Assessment Requirements (SEARs) for the project include the following consultation requirements:

- The project is developed with meaningful and effective engagement during project design and delivery
- The project must be informed by consultation, including with relevant local, State and Commonwealth government agencies, infrastructure and service providers, special interest groups, Aboriginal groups, affected landowners, businesses and the community
- The Proponent must document the consultation process and demonstrate how the project has responded to the inputs received
- The Proponent must describe the timing and type of community consultation proposed during the design and delivery of the project, the mechanisms for community feedback, the mechanisms for keeping the community informed, and procedures for complaints handling and resolution.

### 2.4 Report Purpose

This Consultation Process and Outcomes report has been prepared to document the way we engaged with the community and other stakeholders and the outcomes of that engagement. This engagement has informed the planning, assessment and design elements of the project.

## 3. Engagement approach

### 3.1 Objectives

The engagement with the community and other stakeholders was to inform and seek feedback on the proposed ferry wharves and to:

- Identify effective methods to inform the community and other stakeholders about the project
- Facilitate engagement with the community and other stakeholders, including allowing meaningful contributions throughout the planning, design and construction phases
- Obtain support from the community and other stakeholders for the proposal to build and operate the wharves
- Promote the importance of the reinstatement of the wharves at each location for a range of reasons including creating the potential for access to that land and the park on the Kurnell side.
- Understand and acknowledge the cultural significance of the land to Aboriginal people.

### 3.2 Principles

Good community engagement involves the community in decisions about the project, most especially when these decisions impact them. Good engagement also involves ongoing communication at all of the project phases and being clear about the level of influence that they might have over decision making. The project team has drawn on the International Association for Public Participation (IAP2) principles and in particular the IAP2 spectrum that helped to define the promise to the public at each project stage.

Community engagement principles for this project include:

- **Openness** – to minimise opportunity for assumption and misinformation
- **Inclusiveness** – to seek the involvement of diverse and representative organisations and individuals, not just those who are most vocal stakeholders
- **Effective communication** – to build trust between the team and stakeholders including through the use of tools appropriate to the stakeholders
- **Early communication** – that is proactive and gives people early information, time to respond and offering appropriate points of contact
- **Accountability** – to monitor and evaluate to meet our objectives and respond to feedback including complaints
- **Acknowledging diversity** – involving considerations of unique communication requirements for groups including the Aboriginal Community
- **Listening** – to investigate suggestions and use feedback in decision making about the project.

The project will provide feedback on how community and other stakeholder input has been used and if the feedback could not be taken into account, why not.

### 3.3 Stakeholders Identified

**Table 1 – Stakeholder Groups**

Stakeholder group	Stakeholders
State 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 (DAWE)</li><li>• Department of Planning, Industry and Environment (DPIE)</li><li>• Department of Primary Industries (DPI) Fisheries</li><li>• Heritage NSW</li></ul>

Stakeholder group	Stakeholders
	<ul style="list-style-type: none"> <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>• La Perouse Aboriginal Community Alliance<sup>1</sup></li> <li>• Registered Aboriginal Parties</li> <li>• Community members</li> </ul>
Private sector	<ul style="list-style-type: none"> <li>• Construction contractors</li> <li>• Ferry service and commercial vessel operators (recreation and tourism)</li> </ul>
Community	<ul style="list-style-type: none"> <li>• Recreational and commercial boating and diving</li> <li>• Visitors from other parts of Sydney and tourists</li> <li>• Port Botany Community Consultative Committee</li> <li>• Local residents and businesses</li> <li>• Kurnell Progress and Precincts Residents Association</li> <li>• Save the Bay</li> </ul>

### 3.4 Communication and engagement activities

**Table 2 Communication activities**

Method for Communication or engagement	Description of activity
<a href="mailto:kamayferrywharves@transport.nsw.gov.au">kamayferrywharves@transport.nsw.gov.au</a>	Project email for people to express concerns and get responses to questions.
1800 228 554	Phone that is answered by a member of the project team to respond to questions and issues and for people to raise concerns.
Local media - Newspaper advertisements and articles	Advertisements about the project and the initial information sessions were placed over a period of two weeks (July and August 2020) in the following publications: <ul style="list-style-type: none"> <li>• Koori News</li> <li>• The Leader</li> <li>• The Southern Courier (on line)</li> </ul>
Four-page hard copy Project Update – August 2020  Two-page hard copy Project Update – February 2021	Distributed to the letterboxes of more than 6,000 homes and businesses within 2 km of the site of the wharves at La Perouse and 5 km of the site at Kurnell. Emailed to list of community and other stakeholders who were identified or who have expressed interest through the website and/or previous engagements.

<sup>1</sup> 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.

Method for Communication or engagement	Description of activity
Transport for NSW 'Your Say' Kamay Ferry Wharves project website <a href="https://yoursay.transport.nsw.gov.au/kamay-ferry-wharves">https://yoursay.transport.nsw.gov.au/kamay-ferry-wharves</a>	This interactive site offered 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>• Survey</li> <li>• Questions and Answers</li> <li>• Contribution under nine categories that correlate with EIS matters.</li> </ul>
Transport for NSW Webpage <a href="https://www.rms.nsw.gov.au/projects/kamay-ferry-wharves">https://www.rms.nsw.gov.au/projects/kamay-ferry-wharves</a>	Project webpage has been in place through this and previous stages and has been updated through this project stage.
Public information sessions <ul style="list-style-type: none"> <li>• via Zoom in August 2020</li> <li>• in person in February 2021</li> </ul>	Due to COVID-19 restrictions on face to face meetings, interactive sessions of up to two hours each with interested members of the public were held via Zoom on 10, 11 and 13 August 2020 (3 sessions). In February 2021 information sessions were held after work on a Wednesday and on Saturday at locations close to where the wharves are proposed at Kurnell and La Perouse (4 sessions). These sessions provided opportunity for two way communication including the chance for the project team to learn about potential community issues.
Meetings with interest groups	There were a number of meetings with interest groups being those that reached out to the project team or responded to offers for meetings from the project team.
Stakeholder outreach/ Communication	Emailed directly with Project Update, information about project investigations that may cause disruption and invitations to participate in consultations. 309 stakeholders were on the project email list and this number has increased with the addition of those attending the recent information sessions.
NSW Maritime Facebook	Notifications about: <ul style="list-style-type: none"> <li>• The project on 30 July 2020 - directing people to the Your Say Kamay Ferry Wharves page – resulted in 25 comments.</li> <li>• Presence of the jack up barge for offshore geotechnical investigations on 2 October 2020 - need for the boating community to take care in the area - resulted in 3 shares</li> </ul>

Method for Communication or engagement	Description of activity
Notification about site investigations and potential impacts	<p>Three were notified to the community because of their potential impact:</p> <ul style="list-style-type: none"> <li>two events being (1) land based geotechnical investigation and (2) water based geotechnical investigation each involved a letter box drop to up to 1,000 properties up to about 1.5 km distance from the sites.</li> <li>A small number of properties adjoining the sites were notified of fauna surveys that were to take place at night.</li> </ul> <p>Up to nine different investigation activities including those with minor impacts were notified to NPWS, Port Authority of NSW, Sutherland Shire Council, Randwick City Council, Fisheries of DPIE and LPLALC.</p>

### 3.5 Getting feedback from the community

While many of the activities sought to provide information about the project the following activities actively sought feedback from the community. The information attained from these sources has been used in the listing of issues in Table 9 in Section 4.4 of this report.

**Table 3 Mechanisms to receive feedback**

Feedback mechanism	Details
Interactive information session – via Zoom in August 2020 and in person in February 2021	<p>Three Zoom meetings times were offered to create dialogue between the project team and community and other stakeholders. 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. A copy of the presentation slides from the sessions was available on the Your Say website.</p> <p>Four in person information sessions were offered, two at each location at times that were after work hours to encourage participation.</p> <p>At La Perouse there were over 42 people who attended over the two session and at Kurnell over 54 people attended.</p>
Interest group meetings/ presentations	<p>Recreation fishing groups</p> <ul style="list-style-type: none"> <li>6 August – 5 attended in response to a widely distributed invitation – discussion on the facilities for the wharves.</li> <li>19 June – meeting with Southern Sydney Amateur Fishing Association (4 representatives)</li> </ul> <p>Meetings were also held with Yarra Bay Sailing Club, Boating Industry Association, Commercial Vessels Association, NSW Ports and Caltex.</p> <p>Presentation to the Kurnell Progress and Precincts Residents Association and Port Botany Community Consultative Committee.</p> <p>Aboriginal groups and consultation with these groups is detailed in section 3.8 of this document.</p>



Feedback mechanism	Details
The online Your Say Kamay Ferry Wharf page active since June 2020	157 people engaged with this platform: <ul style="list-style-type: none"> <li>• 58 completed a survey</li> <li>• 55 people contributed 'stories' /comments under this section on the Your Say page.</li> <li>• 52 people contributed 218 contributions under nine categories that are related to the EIS</li> </ul>
Emails to kamayferrywharves@transport.nsw.gov.au	38 emails were received
1800 calls	There were 14 calls to the 1800 number

### 3.6 Getting feedback from state government agencies

The following engagement activities have been carried out with government agencies through the various stages of project development:

- Monthly meetings with DPIE to discuss environmental impacts and the assessment process
- Regular meetings with DPIE Fisheries to discuss impacts to seagrass and offset strategies
- Monthly meetings with NPWS about the design development, informing in advance and post investigations and to talk about the EIS process
- Fortnightly meetings involving NPWS to discuss and coordinate communication with the community.
- Regular meetings with Port Authority of NSW (PANSW) and the Harbour Master in particular in early planning stages and to inform of investigations.

One off meetings including:

- Meeting with Ausgrid regarding potential infrastructure alignments
- Meeting Transport for NSW Metro, Bus and Ferry Planning and Development re synergies between this project and other transport services
- NPWS education unit in relation to potential use by school groups
- Department of Education to discuss opportunities for use by school groups

### 3.7 Getting feedback from local government

Relationships have been developed with the three local government areas that adjoin Botany Bay and in particular Randwick City Council where the wharf at La Perouse is proposed and Sutherland Shire where the wharf at Kurnell is proposed off the National Park.

Presentations were provided to formal briefings of elected Councillors for each of the three LGAs and Councillors were invited to raised issues and ask questions. The issues raised by Councillors and Council staff have been encompassed into the table 9 in section 4.4 of this report.

**Randwick City Council** – meetings between Council staff and various members of the project team have occurred about once a month to discuss plans for the ferry wharves and in particular issues related to traffic and parking and alignment with the master plan for the area including the museum. Council has been informed of all investigation activity on site. Randwick City Council provided a details submission in response to the DPIE's Secretary's Environmental Assessment Requirements (SEARs). The content of this submission was also put on record by DPIE as part the public feedback in February 2021. The issues raised in this submission have been considered and most issues are discussed under the key themes in table 9 in section 4.4 of this report.

**Sutherland Shire Council** – meetings between Council staff and various members of the project team have taken place to discuss plans for the ferry wharves and in particular issues related to traffic and parking. Council has been informed of all investigation activity on site.

**Bayside Council** – In addition to a meeting with Councillors there was a meeting with the General Manager to discuss potential extension of the service to other locations in the bay and planning/budget requirements around this.

### 3.8 Getting feedback from the Aboriginal community

The approach to consultation with the Aboriginal community was designed to recognise the importance of the Kurnell and La Perouse peninsulas to the La Perouse Aboriginal community and Aboriginal and Torres Strait Islander peoples throughout Australia, and to deliver cultural, health, and economic benefits to the local community (a key project objective). The approach to consultation was also designed to reinforce the various commitments and policies of the Australian and NSW Governments and TfNSW and considered the following:

- United Nations Declaration on the Rights of Indigenous Persons<sup>2</sup>, which sets out rights associated with language, culture and spiritual identity; participation, development, economic and social rights; and rights to country, resources and knowledge.
- Partnership Agreement on Closing the Gap (2019-2029), which sets out the commitment of Australian Governments and the Coalition of Aboriginal and Torres Strait Islander Peak Organisations to shared decision-making with a view to 'closing the gap'.
- NSW Aboriginal Land Rights Act (ALRA) 1983, which sets out the responsibilities of the La Perouse Local Aboriginal Land Council (LPLALC) for the project area including for the protection of Aboriginal culture and heritage.
- OCHRE: NSW Government Plan for Aboriginal Affairs (2013) which sets out the Government's ambition for Aboriginal people to 'actively influence and fully participate in social, economic and cultural life'<sup>3</sup>.
- Transport for NSW Reconciliation Action Plan (RAP) July 2019- July 2021, which sets out initiatives to promote reconciliation within TfNSW and the community<sup>4</sup> through the establishment of relationships<sup>5</sup>, respect<sup>6</sup> and the creation of opportunities<sup>7</sup>.

Consultation activities undertaken have been reported on a monthly basis against TfNSW's RAP focus areas of relationships, respect and opportunities.

### Relationships

The Project Team has invested in establishing and building a relationship with the La Perouse Local Aboriginal Land Council (LPLALC) with a view to delivering meaningful outcomes associated with the project as per TfNSW's RAP. Consultation prioritised the establishment, development and maintenance of the relationship with the LPLALC as a key stakeholder with responsibilities 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

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<sup>2</sup> The Australian Government became a signatory to the Declaration in 2009.

<sup>3</sup> OCHRE Opportunity, Choice, Healing, Responsibility, Empowerment, NSW Government Plan for Aboriginal affairs: education, employment & accountability, page 5.

<sup>4</sup> Transport for NSW Reconciliation Action Plan (RAP) July 2019- July 2021, page 8.

<sup>5</sup> Specifically, '...we will seek to invest in new partnerships to support our progress in delivering meaningful outcomes for Aboriginal and Torres Strait Islander peoples whilst delivering on our core business targets' (TfNSW RAP, page 14).

<sup>6</sup> Specifically, '(w)e are well positioned to celebrate Aboriginal and Torres Strait Islander cultures and inform our customers through multiple points of engagement across our network' (TfNSW RAP, page 16).

<sup>7</sup> Specifically, '(w)e will create opportunities to further support Aboriginal and Torres Strait Islander peoples to access employment pathways and business opportunities, and within the Transport cluster more broadly' (TfNSW RAP, page 18).

January 2020. Regular engagement was maintained with the CEO throughout 2020. Until mid-March 2020, project team members spent half a day per week in the LPLALC's office. Between mid-March 2020 and late-2020, the majority of engagement took place virtually. In early 2021, face-to-face engagement recommenced on a fortnightly basis following a standard agenda.

In addition to regular project updates and consultation regarding preferences for ongoing engagement in the project, consultation with the LPLALC has involved the activities set out in Table 4 Mechanisms to receive feedback from the Aboriginal community. Table 4 also includes details of regular consultation with the LPLALC.

## **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 Kurnell and La Perouse, 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)

Consultation is yet to take place with the Yarn Up Group due to restrictions during 2020 on in person engagement.

In addition to consultation with the community-controlled representative organisations as above, consultation has also involved the activities set out in Table 4 Mechanisms to receive feedback from the Aboriginal community.

## **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 and facilitated 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

Refer to Table 4 Mechanisms to receive feedback from the Aboriginal community for further detail on consultation activities as above.

It should also be noted that the following opportunities have been realised as result of the consultation:

- Engagement of the Gujaga Foundation to deliver two sessions - 'Connecting with Aboriginal Communities' - on the 19 and 26 August 2020 on spirituality, culture, kinship, and cultural communication, as well as 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. The briefing was delivered by two Rangers and two trainees.

**Table 4 Mechanisms to receive feedback from the Aboriginal community**

Stakeholder	Method	Date	Purpose
<b>Relationships</b>			
La Perouse Local Aboriginal Land Council (LPALC) CEO	In person meeting	10 January 2020.	To introduce the project and the project team and to identify opportunities for ongoing participation.
LPALC CEO and LPALC representatives, Gamay Rangers, the Gujaga Foundation.	Regular meetings in person (until mid-March 2020) or virtually, mostly via phone to update.	Initially weekly From mid-year, average of once a month. From February 2021 fortnightly,	Standard agenda (key upcoming milestones, opportunities associated with upcoming milestones, and next steps)
LPALC Board	Online presentations	1 April 2020	To provide an overview of the project and identify opportunities for ongoing participation.
LPALC Membership	In person presentation to AGM  Presentation was shared if requested.	11 March 2021	Feedback was sought and received from the membership.
<b>Respect</b>			
La Perouse Aboriginal Community Alliance	Two online presentations  Presentations were shared with attendees.	17 June 2020 and 17 February 2021.	The first provided an overview of the project and identified opportunities for ongoing participation. The second was to get feedback. Attendees at the first - Gujaga Foundation, Empowered Communities, La Perouse Board Riders Association, La Perouse Sports Association, Youth Haven. Attendees at the second - Gujaga Foundation, Empowered Communities, Youth Haven, La Perouse United Men's Aboriginal Corporation and Guriwal.

Stakeholder	Method	Date	Purpose
La Perouse United Men's Aboriginal Corporation (Men's Group)	In person presentations	6 March 2021	Feedback sought and received from the LPLALC membership in attendance.
Gamay (Botany Bay) Rangers	In person meeting at the Kamay Botany Bay Environmental Education Centre, Kamay Botany Bay National Park.	18 March 2020	Introductory meeting to provide an overview of the project and to identify opportunities for ongoing participation. Attendees at this meeting included the Head Ranger and TfNSW.
Gamay Rangers	Online Presentation and feedback session	16 April 2020	Presentation to explain the upcoming surveys (seagrass and marine ecology habitat, and sampling benthic grab sampling) to obtain permits for overwater geotechnical investigations, design and the environmental approvals. Consultation with Head Ranger on any cultural and/or historical considerations that should be considered/included.
Gamay Rangers Attendees included four representatives of the Rangers.	Online Presentation and feedback session	11 June 2020	Presentation to provide an overview of the surveys (seagrass and marine ecology habitat) undertaken and the proposed methodology for further surveys. The purpose was to identify any cultural and/or historical considerations that should be considered /included.
Key Community members and/or representatives	In person meeting  A handout was distributed and attendees were alerted to the project website and the online survey. (a number of informal meetings preceded and followed the formal meetings.)	10 and 23 June 2020, and 1 and 2 July 2020 at La Perouse	The purpose was to give an overview of the project and to identify opportunities for ongoing participation, including the sharing of stories to inform the design. 23 June and 1 July meetings included representatives of the Gweagal Bidjigal Sovereign Tribal Elders Council.
Community members and/or representatives	In person meeting to share stories – Aboriginal community members who volunteered via Your Say.	1 October 2020 at La Perouse	To record the stories to inform the development of the design. The meetings were led (and recorded) by a consultancy company engaged by NPWS along with Arup.



Stakeholder	Method	Date	Purpose
Community members and/or representatives of the Timbery family	In person meeting  Notes of both meetings were also circulated to participants.	15 December 2020, and 21 January 2021 at La Perouse	To discuss the interface between the wharf at La Perouse and Timbery Reserve and obtain feedback on its design. A follow-up information pack was distributed showing the incorporation of the family's feedback in the design.
<b>Opportunities</b>			
Representatives of LPALC, Indigenous Business Australia and the Gamay Rangers	Online meeting	5 February and on 10 June 2020 as part of the market sounding process.	Discussion as potential operators of a future ferry service and future potential users of the wharves for cultural tourism.
Tribal Warrior Aboriginal Corporation	Online meeting	Mid 2020 as part of the market sounding process	As a potential operator of a future ferry service as well as future potential use of the wharves for cultural tourism.
LPALC CEO and staff and associated organisations (8 people) including the Gamay Rangers Also TfNSW and Arup team members.	Online Interactive Workshop  The workshop output (whiteboards and details of opportunities) was distributed to attendees.	22 May 2020	'Opportunities Brainstorming Session' to determine local participation and opportunities associated with the new wharves and ferry service. Opportunities identified were associated with the design and construction of the wharves and future use and operations. A memo was distributed with the list of likely work and work packages, key trades, and qualifications, competencies and/or qualifications to assist the identification of local businesses and people who may have the interest, availability, capacity and capability to be involved.
La Perouse Government Interagency Forum – online presentation. Attendees represented the La Perouse Aboriginal Community Alliance, Inner Sydney Empowered Communities, Waverley Council, South Eastern Sydney Local Health District, Department of Social Services, National Indigenous Australians Agency, Randwick City Council, Department of Customer Service, Department of Communities and Justice, and Department of Education, Skills and Employment.		On the 28 May 2020 and on 28 January 2021	The purpose of the first presentation was to provide an overview of the project and to identify opportunities for alignment/leveraging of government programming to support the local La Perouse/Kurnell Aboriginal communities.  Presentations and Project Updates were shared with attendees.

## 4. What we heard

### 4.1 Summary of survey responses

The survey was available through the Your Say Kamay Ferry Wharves web page. Questions were asked on a range of topics to contribute to the business case, design and environmental impact assessment for the project.

Survey statistics:

- 58 responses to the survey.
- Timing of responses was July - November 2020.
- 4 respondents identified as Aboriginal or Torres Strait Islander.

Where respondents lived

- 36 indicated they lived in the suburbs of Kurnell, La Perouse, Port Botany or Little Bay.
- By the postcodes provided other survey respondents came mostly from suburbs within ten kilometres of La Perouse/Kurnell and none came from more than 15 kilometres. The suburbs were south of the city and mostly those surrounding Botany Bay.

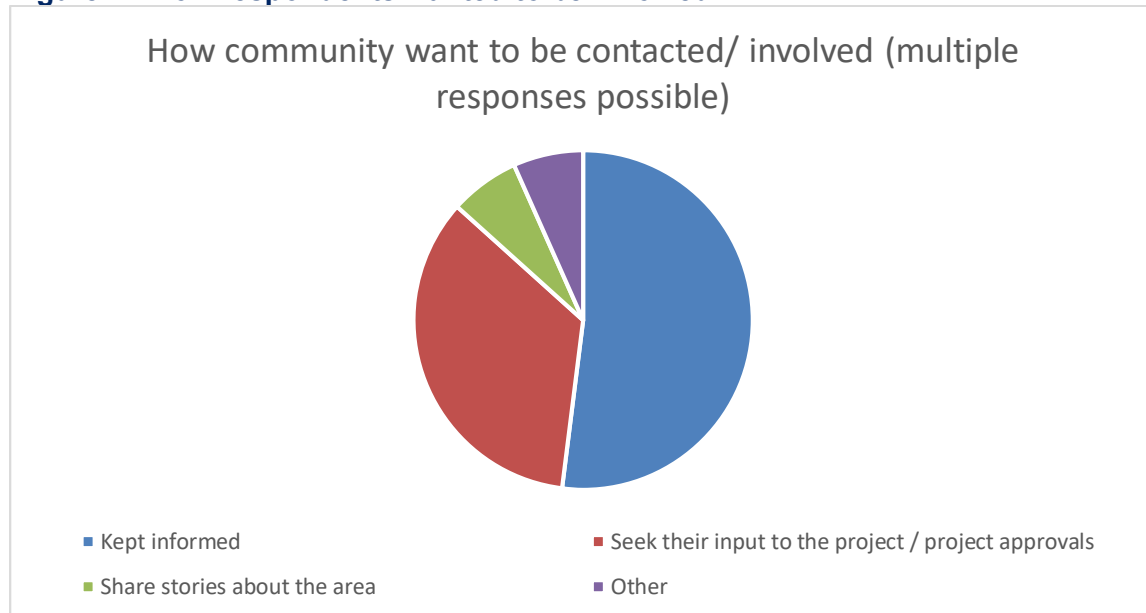
Length of time living in the area for those responding were the following:

- 1 had lived in the area for more than 60 years,
- 10 had lived in the area for 20 - 60 years,
- 8 for 5 - 20 years,
- 2 for 1-5 years,
- 1 less than a year.

### How respondents wanted to be contacted/involved

More information about the proposed ferry wharves was requested by 46 respondents. Their contact details were added to the project data based and they will continue to receive regular email updates from the project.

**Figure 4 - How respondents wanted to be involved**



Of the 5 'Other' responses one that wanted to see it completed soon, one that wanted to see the light rail extended to La Perouse and 3 who wanted to see the project rejected with one of these on the basis that it will be converted to a Cruise Ship Terminal.

Specifically, in the context of Covid-19 health concerns people wanted to be involved in the following ways:

- 35 wanted to get information online through emails, websites etc

- 16 wanted to meet via online video events / interactive meetings and workshops
- 3 wanted to have a team member call them
- 2 wanted to wait to have an in-person meeting / workshop
- 2 indicated 'other' and one said, "Just do it stop wasting time!" and another said, "Not building a ferry port next to indigenous suburb who are more vulnerable to viruses".

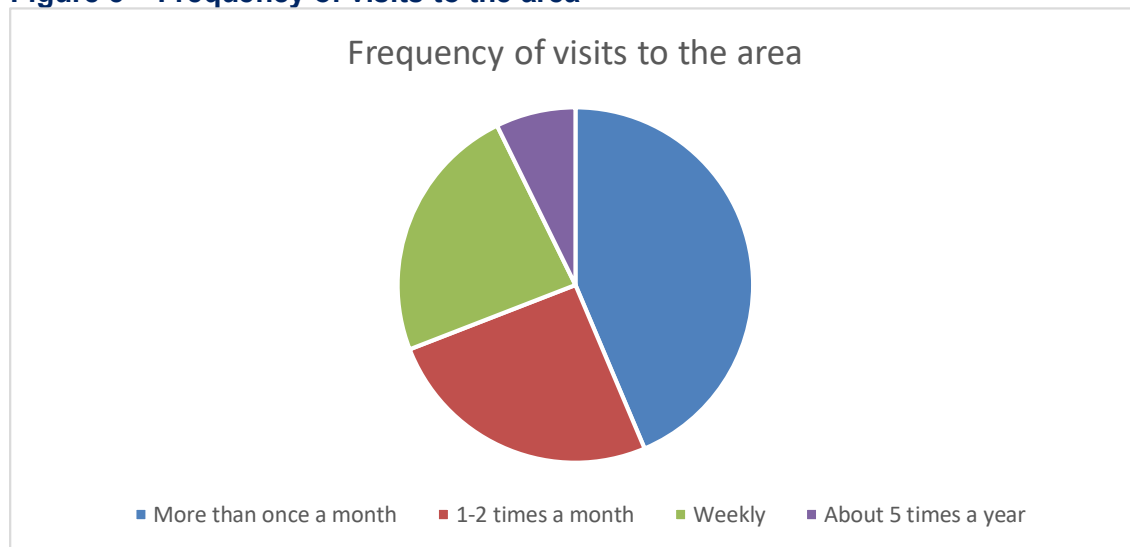
Survey responses are below, note that multiple responses were possible.

**Table 5 - Visitation and Recreational Pursuits of respondents**

Number of Respondents	Recreational pursuit
40 people	Hiker / walker or runner
22 people	Fisher
20 people	Cyclist
11 people	Recreational boat user
9 people	Diver
8 people	Flora or fauna watcher / enthusiast

Of the respondents 55 regularly visited the area and only 3 did not visit the area. The frequency of their visits was as follows.

**Figure 5 – Frequency of visits to the area**



### Memories of the wharves

A total of 27 respondents remembered or remember hearing from other about the wharves in place at La Perouse and Kurnell until 1974 and 27 did not. The memories of respondents or what others told them included:

- Just that the ferries operated/ that the wharves existed
- Lots of tourists visiting the wharves, and friends and relatives diving for money from the wharves
- The Ferry was a really positive asset to the area and that it has been sorely missed
- Friends and family visiting via the Ferry
- It was positive to have an alternate route out
- Great for people to get to friends just across the bay that otherwise would take hours of driving
- That it was disappointing that the ferry service had been discontinued
- Positive feedback about the service at the time

- That water quality improved once the ferry wharves were demolished and the ferry stopped coming into the family friendly beach
- The wharf being pounded by waves in a large storm back in the early 1970's
- Ugly
- The original wharf was washed away in a storm and it was actually deeper than what is proposed today.
- My in-laws were living in Kurnell and they were upset when the wharf got destroyed.
- Why on earth did the government stop such a fantastic service?
- Very good stories
- My husband travelled on the ferries from La Perouse to Kurnell as it provided easy access to Kurnell; particularly as the tram provided easy transport to La Perouse.
- Awareness of historical value in this region is vital to tourism development
- What a great journey it was and how it benefited Botany Bay Kurnell and tourism
- It was horrendous
- Just the wharf at Kurnell, unfortunately I never got to travel on it
- Sea would be big so men who worked at the refinery had to jump off the ferry at Kurnell. Local policeman Malabar had to also look after Kurnell it was his watch too
- It was not useful
- It was a fun day trip to do and added a dimension of interest to the area
- Information in local newspapers and online about previous ferry services.
- There was a limited service
- I remember fishing off the wharf when I was a teenager
- The loss of the ferries left these two communities isolated and at the end of roads to nowhere
- Ferry service ran from La Perouse to Kurnell. Wharves were destroyed in 1974 by large seas. Paragon Restaurant at La Perouse also destroyed
- As a child the wharf as a wonderful place to go fishing. If the proposed wharf allows people to fish from it, it will provide a facility for that diverse group within our community that enjoy fishing as a pastime
- My father remembers it in the 1920/30s
- I have read about the service in history documents
- I remember the old ferry wharf at La Perouse and seeing it destroyed by the storms.

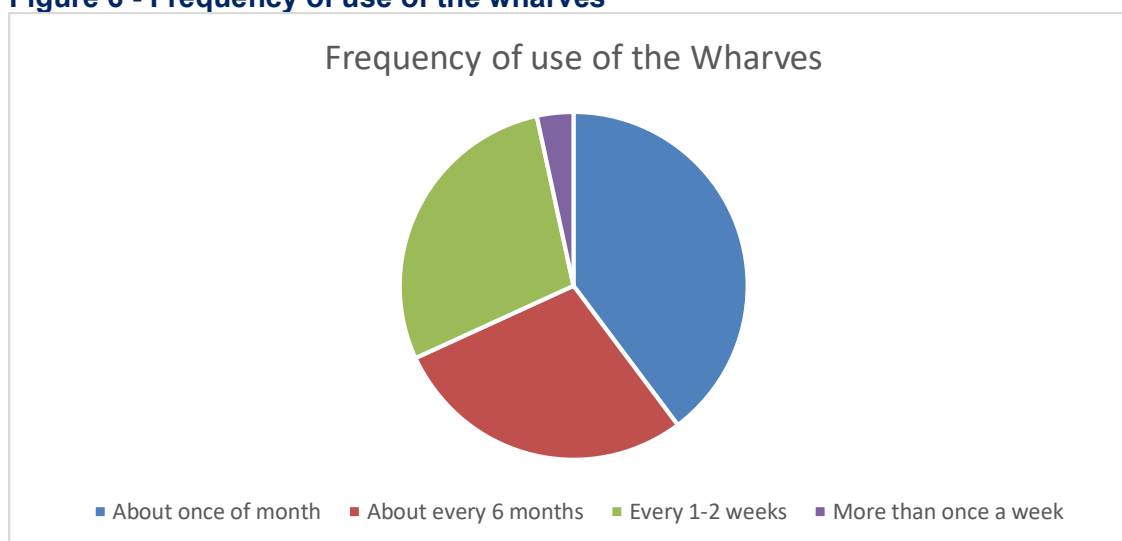
**Table 6 - Future use of the wharves and ferry service**

Number of Respondents	Use of the wharves and ferry service
35 people (over half)	Would use the wharves to access a service to the other side of the bay
20 people	Would walk on the wharves
6 people	For recreational boating
5 people	For Fishing
'Other' uses – 20 people included mention of the following:	
2 people	Picnic and discovering the Kurnell National Park site
	Diving
	Return cycle journey
	Access to Randwick hospital and the city
	Tourist visits, both local and foreign
	To take their dog to Kurnell dog beach – desire for dog on leashes to be allowed on the ferry

Number of Respondents	Use of the wharves and ferry service
8 people	Indicated they would not use the wharves or were opposed - one said they will join others protesting the idea, another called for rejection of the proposal and another wanted to burn it.
2 people	Indicated it was a waste of money - one said it was a stupid idea and that no one will use the wharves and ferry service.

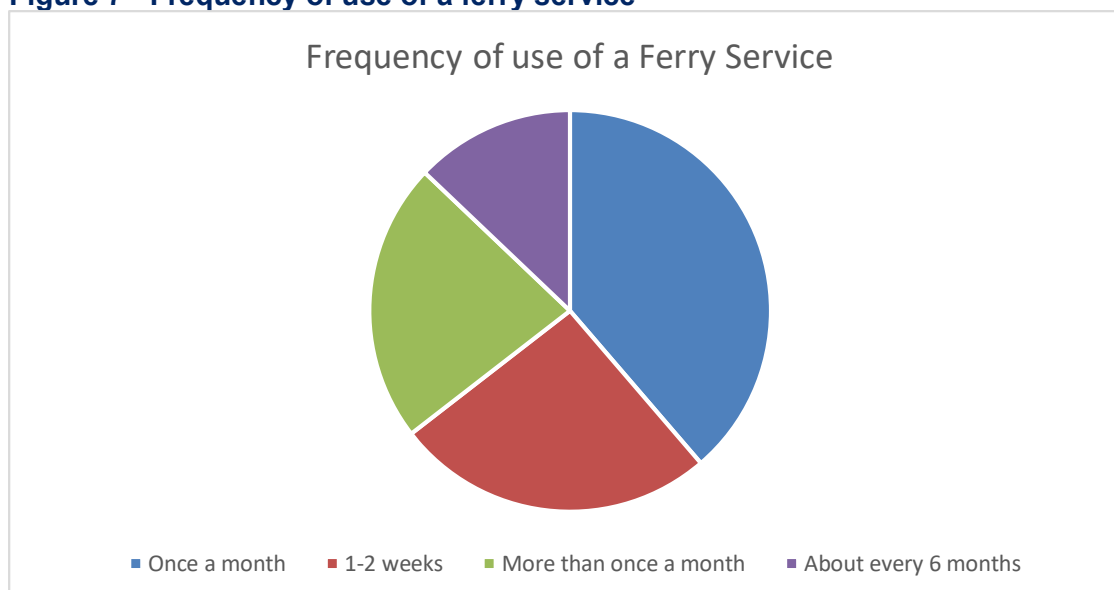
Over two thirds of respondents (41 people), indicated that they would use the wharves every six months or more and 17 respondents were not sure. The frequency that they would use the service is represented in the figure below.

**Figure 6 - Frequency of use of the wharves**



There were 32 indicating that they would use the service and 26 indicated that they would not. The frequency that they would use the service is represented in the figure below.

**Figure 7 - Frequency of use of a ferry service**





Purposes for people potentially using the ferry were as follows.

**Table 7 - Primary purpose for use of the ferry**

Number of Respondents	Primary purpose of use of the ferry service
21 people	Recreation/cultural reasons
4 people	Commuting to and from work/work purposes
2 people	Visit family and friends
1 person	Tourism
Other reasons included providing access the following:	
	Dog beach at Kurnell
	Eastern Suburbs and a pleasant way to get to the city
	The city without the stress of driving - via the ferry to La Perouse and then the bus into the city
	Cycling in the Kurnell and Cronulla area

When asked about use of the wharves and/or a ferry service by others in their community or their interest group the following were some of the additional uses/comments to those listed above:

- Commuter to work, depending on timetable, connections and how long it took
- In case of emergency
- Walk on wharf for views and to see wildlife
- Enjoy the beauty of the bay and its surrounding area
- Extend the route to include Dolls Point/Sans Souci and Brighton Le Sands - even up the Georges River to suburbs like Como
- Cycling on the other side of the bay. Consideration should be given to allow for large groups of cyclists accessing the ferry without disturbing others and improving the safety of the Kurnell to Cronulla cycle lane. Desire of cycling through to Cronulla and beyond to the Royal National Park
- Connectivity to walks and cycling and running
- Better and safer for cycling than using airport tunnel and provides more options for routes
- Diving off it if allowed
- Once the ferry is operational people from all over Sydney would be very interested in giving it a go
- Cyclists who head south for the morning but do not want to ride in heavy traffic when returning to the city. Currently the roads are very unsafe for cycling between CBD and the southern suburbs, but it is a popular route.
- It would open up a corridor that is rarely used because of time taken to travel between the two points.
- It would be used by older people as a pleasant day out; many of us are now regular visitors to Kurnell
- Potential for regular tours to the region
- Possible alternate transport to UNSW
- Tourism between the two sides of seeing what the other side has to offer
- A service to Kurnell after the new visitor centre and associated upgrades. Kurnell should become a prime tourist destination and many tourists would choose the ferry
- For visits between areas of cultural and historic significance
- Just as a novelty - like the famous Light Rail of no use for residents in Randwick.

Of the responses from those who did not see the value of the service the comments were:

- 4 people indicated that it would not be used with one saying it would not be used by commuters and one wanting to see public transport improved instead
- 4 people did not like the idea and of these one indicated that the community know it will be converted into a cruise terminal, one said that the weekends are already so busy, and there is a greater need for public transport solutions to the area and another said that the community is not interested in the wharf.

### Design of the wharves and surrounds

Respondents were asked to think about the potential look and feel of the wharves and:

- What should be considered in the design to tell the unique story of this community?
- How might the wharves reflect what is important to the community about the area and the past and future ferry service?

**Table 8 – Suggestions about design of the wharves**

Category	Specific comments about the design
Visual/ aesthetics	<ul style="list-style-type: none"> <li>• Heritage is important, sturdy but not too modern. Timeless</li> <li>• Small, efficient and simple and not take away from the view of La Perouse and use of the waterways</li> <li>• Sympathetic to the area - not too big</li> <li>• A nice modern wharf with good facilities</li> <li>• Wharves sensitive to the surrounding area, it's so beautiful don't destroy the environment with some modern concrete block</li> <li>• Need wharf and adequate toilet facilities without marring the surrounds of Kurnell and La Perouse that should be left alone due to significant heritage value both to our anglo and indigenous cultures</li> <li>• Wharf at Kurnell and La Perouse should follow a design that respects its local surroundings (like how Circular Quay reflects the city aesthetic, Manly wharf reflects the destination and Taronga Zoo wharf the Zoo)</li> <li>• Would love to see large wharfs with shaded seating and information plaques about local attractions.</li> </ul>
Aboriginal Heritage/ Culture	<ul style="list-style-type: none"> <li>• Closely depict Aboriginal history and on-going connection</li> <li>• Acknowledge the Gweagal People of the Dharawal National</li> <li>• Themed to recognise First Australians (Indigenous) from the area</li> <li>• Recognition of the Aboriginal people in the area.</li> </ul>
Historical	<ul style="list-style-type: none"> <li>• Heavily related to the past area. Not big or modern</li> <li>• A historical Australian Aboriginal theme</li> <li>• Include historical data both of indigenous and white settlement, like the current wharf at Kurnell but more</li> <li>• Have interpretation explaining the history of the original wharves and the indigenous people of Kamay</li> <li>• Dual prime elements - the 1770 visit by the Endeavour and the intertwined story of the people (Gweagal) living at Kurnell at the time. Other elements that should be considered - the wider Aboriginal history within Kamay/ the 1788 arrivals into Kamay Botany Bay (Phillip and La Perouse) /the early colonial history and others</li> </ul>

Category	Specific comments about the design
Use and potential conflicting uses	<ul style="list-style-type: none"> <li>Shouldn't impact the beach or the beach users, the parking should not be impacted or land taken from the community at La Perouse for parking</li> <li>Needs to provide for a mixed use of ferry services, local dock mooring and fishing.</li> </ul>
Consultation	<ul style="list-style-type: none"> <li>Indigenous people should be consulted and their input should be reflected in design</li> <li>The community must be fully consulted - not informed about the changes via a post on a website.</li> </ul>
Location and Useability	<ul style="list-style-type: none"> <li>The wharf should be tested to access deep water as the current site may be too shallow at low tide</li> <li>Consideration of a service to San Souci and other locations. The viability of the service can be maintained if it has multi stop options around the bay</li> <li>Needs to be part of a more comprehensive transport plan for the area</li> <li>If its functional, safe and easy to use - not much else to say</li> <li>Should protect customers from the elements, be strong enough to withstand storm damage and not repeat the disaster of the former wharves.</li> </ul>
Local benefit	<ul style="list-style-type: none"> <li>Would be great for local business, providing the infrastructure is right and doesn't cause issues</li> <li>Connecting communities.</li> </ul>

There were a further 9 negative responses that did not give direction about preferences for the design.

### Concerns about the wharves and/or potential ferry service between the wharves

25 people indicated that they did not have any concerns and 30 indicated that they did. Of those with concerns 26 people expressed specific concerns. Each of these concerns have been encompassed into the table in this report in 'Section 4.4 Issues raised and responses.

## 4.2 Positive sentiment raised through all forms of engagement

Some of the positive comments made about the project included the following:

### Contribution to traffic/ public transport

- Ease congestion on Sutherland Shire and St George roads and provide ease of access for Kurnell residents to Sydney
- Utilising water transport should be a priority. Reduced congestion and use of roads can only be a positive. This potential link would provide a great opportunity for day trips without the need for a car
- We need this public transport ferry link for Randwick citizens, Sutherland citizens, Bayside citizens and commuters as well as picnickers, tourists etc
- I think this is a fantastic idea. A full Botany Bay ferry service will link up many points and take pressure off the roads.
- The ferries could be a catalyst for a revival of the Bay as a destination for all people to enjoy. The potential new connections which will be created by linking communities around the shores will be fantastic. Anything that gets people out of their cars is to the benefit of everyone.

### Value as a recreation/ tourism resource

- It would provide easy access to the National Park at Kurnell for bush walkers and

whale watchers – for tourists and locals.

- As a resident in nearby Little Bay, I would love for this leisurely ferry connection between La Perouse and Kamay National Park to be re-established and bring new life to both areas: I would love to be able to hop on a nearby ferry and visit Kamay National Park more often on weekends or during the week, and to show this beautiful area to friends or family visiting without the quite long drive/detour around Botany Bay.
- Valuable for school excursions and Sydneysider's education and appreciation. Explore the waterways and surrounding land areas and learn about the aboriginal history of the area and environment.

### **General positive statements**

- Ferry will be great
- This would be an amazing journey on a ferry, I say we should do it, and encourage more visitors to bask in the beauty of Botany Bay
- Hope that more businesses will open in the Kurnell - increasing the desirability and raising house prices for homeowners.

The Aboriginal community represented by the LPLALC and other Aboriginal people are very positive toward the development of the wharves and look forward to it. The project and the reinstatement of the wharves enables recall with the positive memories of the past.

██████████ Chairperson of the LPLALC, wrote a statement in support of the project indicating the historical importance of Kamay as their home. ██████ wrote that:

- Aboriginal people regularly and frequently moved across the waters, up and down the coast and across the bay harvesting, caring for country and connecting with kin
- Our spiritual connection to this place is as strong as ever and we continue our traditional fishing practices and connecting with each other on our beaches
- Reinstating the ferry wharves will help us restore and strengthen our connection across Kamay in a contemporary practice of continuing culture.
- The La Perouse Local Aboriginal Land Council's vision is building a safe and healthy community where future generations can live, work and thrive
- The Project will provide critical infrastructure that will support our future cultural education and tourism operations, environmental protection programs and support retail and hospitality services within our community.

### **4.3 Potential opportunities raised**

There are opportunities for the Aboriginal and other community members. Those talked about to date include:

- Existing and new retail commercial growth opportunities
- Opportunity for cultural awareness and tours
- Jobs in construction and operation for local Aboriginal people
- Opportunity for the ferries and or the wharves to be owned/ operated by an Aboriginal enterprise
- Representation of the Aboriginal community at La Perouse at the wharves.

Interest expressed in increased opportunities for recreational fishing and diving popular currently along the shore that can be realised through design features of the wharves including:

- Stepped ramp structure to get from the water to the wharf that is available to multiple types of users
- Opportunity for recreational boats to berth at the wharves.
- Spaces on the wharves accessible for fishers including spaces that are lower down closer to the water and at the end of jetty with access to deep water
- Ladders will be available for divers with consideration of safe distances from vessel

manoeuvring and wash areas.

#### 4.4 Issues raised and responses

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

**Table 9 - Issues raised by community and other stakeholders and responses to issues**

Issue raised	Response and/or cross reference to the EIS
<b>Project need and benefit and including budget/cost</b>	
<p>Relationship of the project to the proposed cruise terminal and in particular:</p> <ul style="list-style-type: none"> <li>the motive for development is creating the infrastructure to support the cruise ship terminal</li> <li>that the wharf length and the commercial vehicles referred to are for cruise ships</li> <li>that the wharves will support tenders accessing cruise ships.</li> <li>concern about Covid-19 and cruise ships.</li> <li>the mention of Hayes Dock in the feasibility study.</li> <li>belief that government motivation in spending on this project is linked to the cruise terminal.</li> <li>this is the reason it is considered "State Significant Infrastructure"</li> </ul>	<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>
<p>Justification for cost of project and infrastructure to support it including:</p> <ul style="list-style-type: none"> <li>Concern about the lack of government financial backing and potential need for additional local funding</li> <li>Need for additional associated infrastructure to make it workable - roads, parking, transport facilities, etc</li> <li>Money should be spent on improving roads and parking for residents.</li> <li>Questioning the need, benefit, costs and research to back up the need</li> <li>Belief that it will require creative accounting to justify the service and associated infrastructure to make it work</li> <li>Concern the cost of the destruction of the bay is greater than the benefit.</li> <li>Question about what would happen if the feasibility study found that the wharves are not financially viable</li> <li>Belief that it is burden on taxpayers and that the service will not be used</li> <li>Belief that extension of the service to other parts of the bay will make it more likely to be viable including Brighton-Le-Sands as a feeder.</li> <li>Need for a cheaper and more appropriate option – not considered to be a commercially viable service</li> <li>Concern the project money will be used with</li> </ul>	<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 net reduction in carbon emissions</li> <li>Enabling realisation of the Kamay 2020 Master Plan objectives and benefits through an improved sense of arrival and increased visitation on both sides of the Kamay Botany Bay National Park</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>



Issue raised	Response and/or cross reference to the EIS
<p>planning meetings and conferences</p> <ul style="list-style-type: none"> <li>• Government handing over more public space for private profit at the expense of public amenity/facilities</li> <li>• Need for money to be spent on and improvement of public transport to the area such as a train or light rail continuation</li> <li>• Need to show benefit of the project in the light of Aboriginal concerns</li> <li>• Need to be benefits for the Aboriginal community in construction and operation - retail opportunities, cultural awareness, cultural tours and selling artefacts</li> <li>• Funding should be channelled into alternative transport to benefit more people like extension of light rail (to places such as Maroubra or Malabar).</li> </ul>	<ul style="list-style-type: none"> <li>• NSW Future Transport Strategy 2056</li> <li>• South East Sydney Transport Strategy</li> <li>• NSW Tourism and Transport Plan</li> <li>• Transport for NSW's Reconciliation Action Plan</li> <li>• NSW Maritime Infrastructure Plan</li> <li>• Kamay Botany Bay National Park (KBBNP) Master Plan</li> </ul> <p>An economic and qualitative assessment has demonstrated justification for investment in the wharves</p> <p>The Commonwealth and NSW Governments committed \$50m in funds to deliver the Stage 1 objectives of the KBBNP Master Plan in 2018, which includes reinstatement of the wharves. In 2020, 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>Purpose of the service including:</p> <ul style="list-style-type: none"> <li>• Question of who is going to use it and its role/values as a commuter and/or recreation service</li> <li>• Lack of benefits from wharves for those in Kurnell and belief that the model of use discourages travel from Kurnell to La Perouse and is for the benefit of those at La Perouse.</li> <li>• Belief that the need for the ferry service was pre 1965 and the need and availability of the service ceased with the improvement of the road to Kurnell and the opening of the Captain Cook Bridge.</li> <li>• Concern that it is too expensive for recreational use and takes too much time for commuters.</li> <li>• The potential viability of the service as an alternative to get to UNSW and other destinations for students and workers from Sutherland Shire.</li> </ul>	<p>The primary use of the wharves is expected to be a ferry service for visitors to the area, and by the local community, for cultural, tourism and recreational purposes</p> <p>Commuters are potential secondary users of a ferry service, with the majority of commuters expected to originate from the Kurnell side and travel to the eastern suburbs and Sydney CBD for work</p> <p>The wharf infrastructure would also be available for short-term use by non-ferry commercial vessel operators (such as whale watching) and will be available to community members including recreational boat users and fishers.</p>
<p>The inappropriateness of commercialising a National Park and Heritage precinct</p>	<p>The project is part of the wider upgrades proposed for the National Park as part of the Kamay Botany Bay National Park Kurnell Master Plan. The Master Plan looks to deliver on the vision to make the Kurnell Precinct of Kamay Botany Bay National Park 'a place of significance to all Australians that contributes to their sense of identity as Australians.' The Master Plan has been designed to improve visitor access and facilities, disabled access and</p>

Issue raised	Response and/or cross reference to the EIS
	to create a cohesive visitor experience at a highly desirable visitor destination.
<b>Route</b>	
<p>Potential for the ferry route and activity to cause interference and safety issues and injury with - recreational boating, spear fishing, scuba divers, Yarra Bay Sailing Club and industrial activities in the bay including major shipping lanes.</p>	<p>Chapter 12, Traffic and transport assesses the potential impacts between the operation of the ferry service and other users of Botany Bay, and the management of this to avoid potential interference and safety issues.</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>An operation and maintenance plan would be prepared to manage how the wharves would be used by all different user groups. There will be areas around the berthing platforms which are not accessible to swimmers/divers/water users to maintain safety. There will be no anchoring zones within the ferry manoeuvring area at La Perouse. There will be areas around the wharves where it is safe for divers and swimmers to access the water and pass under the wharves near the shoreline.</p>
<p>Need for the ferry route to avoid impacting the nearby seagrass/fish habitat and nursery areas/cockle beds.</p>	<p>Chapter 10, Marine biodiversity assesses the impacts of the project on marine fauna and flora. Mapping and assessment of the seagrass beds and marine ecological surveys for this project have assessed existing sensitive habitats. The position and orientation of the wharves and ferry berthing aims to minimise direct impact of sensitive seagrass and marine habitat. A vessel traffic management plan for operations will include the ferry route and other protocols (e.g. approach speed limits) to avoid impacts</p>
<p>Suggestion for additional services/stops:</p> <ul style="list-style-type: none"> <li>• Service for Georges River similar to Parramatta ferry service</li> <li>• Should include Brighton Le Sands – important for access to Rockdale (should be mid-point on the journey).</li> <li>• Need to connect with Bundeena ferry and Cronulla train</li> <li>• Servicing of various additional locations including: Sans Souci, Brighton Le Sands, Georges River, Como, Cronulla, Rockdale, Taren Point, Dolls Point and Ramsgate.</li> <li>• Services to Circular Quay.</li> </ul>	<p>Transport for NSW is aware of the desire to expand ferry services to locations beyond La Perouse and Kurnell. In particular, it is understood that Bayside Council is interested in see wharves in Sans Souci and Brighton Le Sands to complement this project</p> <p>At this stage, the project scope is limited to the reinstatement of wharves at La Perouse and Kurnell. However, the design of the wharves allows for their use within a potential future expanded ferry network</p>
<p>Alternative locations to those proposed: On the Kurnell side –</p> <ul style="list-style-type: none"> <li>• the wharf at Shark Park at the footy stadium and</li> <li>• Woollooware Bay – is expanded for population growth, bus services and accessible by train.</li> </ul>	<p>The proposal to reinstate the wharves at the locations of the previous wharves was based on an options assessment considering factors including accessibility, proximity to the National Park, operational requirements, and environmental sensitivities. Details of the</p>

Issue raised	Response and/or cross reference to the EIS
<p>On the La Perouse side –</p> <ul style="list-style-type: none"> <li>• Foreshore Drive, Botany boat ramp to cater for the airport and Port Botany workers and bring people to the footy.</li> </ul>	<p>consideration and assessment of options will be included in the EIS</p>
<b>Parking and traffic in general</b>	
<ul style="list-style-type: none"> <li>• Concern that road infrastructure is not adequate as the recent road upgrade has rendered the road one way - during busy periods as two cars cannot pass with a parked car.</li> <li>• Concern about recent incidents when emergency vehicles were unable to access the area at peak times (the resulting consequences on individuals and environment)</li> <li>• Concern that the ferries and wharves are going to attract a significant number of new visitors/tourists coming by car to the area.</li> <li>• Lack of adequate existing parking and need for more parking at both La Perouse and Kurnell.</li> <li>• Concern about recent boom in tourism leading to need to revisit the 2016 feasibility study especially in relation to traffic and parking impacts.</li> <li>• Suggestion that there be a multi-level car park.</li> <li>• Particular impact on divers who because of the weight of their equipment need to drive to and park the site.</li> </ul> <p>Cumulative impact on parking and traffic of the number of projects around La Perouse.</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. This has included collecting data during peak periods on how many cars access the locations, where people are coming from, how long they stay, and the capacity of parking bays over time</p> <p>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 150,000 ferry trips per year. Of these less than 10 percent are expected to be new ('induced') visitors. This is a relatively small number of less than 50 people per day</p> <p>The project team has been working with Randwick City Council to input into their parking and traffic management strategy at La Perouse.</p> <p>Coaches will be able to park in existing spaces provided in the La Perouse Loop and in the National Park at Kurnell.</p> <p>Mode shift away from cars will be encouraged through onsite bicycle parking and the potential for improved frequency of bus services coupled with development of cycleway infrastructure (via local government).</p>
<b>Parking</b>	
<p>Parking at Kurnell – issues include:</p> <ul style="list-style-type: none"> <li>• Parking at the National Park is at capacity and overcrowded most weekends with overflow on the streets. The gates are regularly closed on Sundays and surrounding roads are congested and have narrow roadways with no room for expansion.</li> <li>• Residents within 300m of the National Park cannot have visitors on the weekends as there is no parking.</li> <li>• Concern that the green space near the shore will be used for parking and belief that it should be confined to the park.</li> </ul> <p>Need to discourage parking in Kurnell to avoid overcrowding with commuters (park and ride back down the peninsula with an on-demand service to the wharf).</p>	<p>Initially at Kurnell it was proposed to reconfigure existing car parking along Captain Cook Drive, in accordance with the Master Plan. Feedback during consultation for design, Transport for NSW considered other options to provide additional parking within the National Park.</p> <p>NPWS will provide additional car parking within the National Park to meet the demand of the ferry wharves. This car parking within the National Park will include pick up and drop off bays and accessible car parking spaces.</p>

Issue raised	Response and/or cross reference to the EIS
<p>Parking at La Perouse – issues include:</p> <ul style="list-style-type: none"> <li>• Belief that the re-design of existing parking area to increase it to just 16 car spaces is insufficient.</li> <li>• Suggestion that a nearby parking station further up the road be established with shuttle transport/regular commuter bus.</li> <li>• Concern that 15 car spaces for 250 passengers doesn't add up.</li> <li>• 15-20 car parks spaces will not be sufficient to meet the demand – it will fit one ferry of commuters at best.</li> <li>• Suggestion for putting in timed parking to alleviate parking pressure - some people park all day if they are going to the beach. (since this comment four hour parking restrictions have been introduced by Randwick City Council)</li> <li>• Concern that due to parking demand people will park on the Aboriginal reserve that is private property.</li> <li>• Issue has become worse with 2011 changes by Randwick City Council to one way and right angle parking resulting in loss of around 170 car spaces.</li> </ul>	<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 additional car parking that is required to meet the demand generated by the project. Two new pick up and drop off bays are proposed at La Perouse.</p> <p>It is understood that this will not alleviate the existing issue of parking congestion at La Perouse.</p> <p>Improvements to existing traffic and parking operation and management have been discussed with Randwick City Council but this is considered to be outside TfNSW's scope for this project</p>
<b>Traffic congestion</b>	
<p>Kurnell</p> <ul style="list-style-type: none"> <li>• The single lane road in and out of Kurnell is no longer sufficient.</li> <li>• Problem with existing trucks.</li> <li>• Serious vehicle accidents shut the road completely for hours – there is need to contingency in the case of emergencies.</li> <li>• Concern about one exit road. The priority should be to create a second exit or at least a dual carriageway on Captain Cook Drive, upgrade of road to Cronulla.</li> <li>• Kamay National Park is overcrowded by visitors. Concern about event access and mitigations – including need to relocate events.</li> <li>• Recent need for police and Council to block access to Kurnell due to overcrowding.</li> </ul>	<p>Local road and intersection capacity assessments show there is sufficient capacity to accommodate additional private vehicle trips</p> <p>Improvements to existing traffic and parking operation and management have been discussed with Sutherland Shire Council but this is considered to be outside TfNSW scope for this project</p>
<p>La Perouse</p> <ul style="list-style-type: none"> <li>• The proposed wharf will increase traffic without plans to widen Anzac Parade and Bunnerong Road.</li> <li>• Summer/weekends there is already a line-up of cars from Military Rd to La Perouse. The area is overcrowded and congested.</li> <li>• Concern that the roads and transport options are already stretched to their limit.</li> </ul>	<p>Surveys and onsite observations show that existing traffic congestion is associated with car parking constraints that create traffic queues through the Anzac Parade loop and upstream.</p> <p>Many of the issues are potentially in and around the local area. Improvements to existing traffic and parking operation and management have been discussed with Randwick City Council but this is considered to be outside TfNSW scope for this project</p>
<b>Public Bus Routes / Other integrated transport</b>	

Issue raised	Response and/or cross reference to the EIS
<p>Suggestion to include as part of the proposal:</p> <ul style="list-style-type: none"> <li>• Co-ordinated buses/public transport at each end to reach sites on each side for tourists.</li> <li>• Need for more frequent bus services from Kurnell to Cronulla and La Perouse into the city. Later comment that the Kurnell to Cronulla service had increased hence a ferry service would complement this to get to the city.</li> <li>• Alternate transport should the service be unavailable /overloaded?</li> <li>• Connection to a wharf near Rockdale where there is a good transport network. Express bus service from the Juniors Kingsford interchange to the wharf.</li> </ul> <p>Concerns about:</p> <ul style="list-style-type: none"> <li>• Already limited public transport to La Perouse, further cuts proposed and privatisation of buses and that private buses won't provide the same service.</li> <li>• Lack of bus services which currently run to Kurnell hourly, with limited services outside of weekday shopping hours.</li> <li>• additional people impacting already stretched public transport services from La Perouse to the city.</li> <li>• the proposed benefit of additional public transport weighed against concern about the resulting traffic impacts.</li> </ul>	<p>The project is to provide wharf infrastructure only, but TfNSW has also been considering options for improvement to transport connection to complement the wharves e.g., more frequent public bus services</p> <p>The ferry service would complement TfNSW future transport plans such as rapid bus routes and the metro line proposed in the South East Sydney Transport Strategy</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.
Need to be bike hire facilities at the wharves.	There are no current plans to provide bike hire facilities at the wharves.
Need to link with cycle paths and be part of enhancing this network in line with local Council plans.	The project team is aware of the Councils' long-term strategy to enhance the existing cycle network, and the wharves would complement and benefit from these connections.
<b>EIS process and in particular the Planning and Engagement process</b>	
<p>Indigenous people need to be consulted via the LPAALC and other means - the wharves should reflect that engagement.</p> <p>Concern about lack of engagement with the local Aboriginal communities and the influence of Aboriginal community and culture on the project.</p>	<p>Section 3.8 of this report outlines more detail on the Aboriginal community engagement. The LPAALC have been consulted through all planning stages and Gujaga Foundation have been engaged to advise on representation of Aboriginal culture in the design of the wharves.</p>
Need for planned and costed master plan for the area addressing the future growth, transport issues (including parking) and other impacts as a result of various changes being proposed to meet the needs of the area. Need to integrate with the 2007 Master Plan.	<p>The 2018 Master Plan prepared by NPWS built upon the information in the 2007 Master Plan.</p> <p>This project is part of the Kamay Botany Bay National Park Master Plan</p>



Issue raised	Response and/or cross reference to the EIS
Concern that the project was not mentioned in Sydney Ferries 20 year plan in 2013.	The 2013 Sydney's Ferry Future report focussed on the NSW Government commitments for an immediate program of improvements to the existing commuter ferry wharves network and services within Sydney Harbour and the Paramatta River
Belief that the EIS is actually for Cruise Terminal infrastructure (potentially to be achieved through project modification).	The ferry wharves project is independent of, and separate to, any other infrastructure or development proposals for Botany Bay or wider locality including the cruise terminal proposal. The location and design of the wharves would not be able to accommodate cruise ships.
Concern about the design of the survey being skewed and biased.	The responses to the survey are detailed in section 4.1 of this report. The survey was to understand concerns but also understand the future benefits of the potential ferry wharves
<p>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.</p> <p>Feeling that not enough has been done to reach the wider community who come to and use La Perouse and the notification area needs to be increased.</p> <p>Need to post information at local Cafes, libraries and on community notice boards in and around La Perouse.</p>	<p>Details of communication and dialogue with directly affected residents are presented in this document. The immediate community was notified of the geotechnical investigation a week or more in advance of this activity. The project updates are being distributed to 6,000 households.</p> <p>Communication about the EIS will include newspaper advertisements and communication back to everyone who has engaged with the project to date.</p> <p>Project information will be made available to local establishments for them to display this for their patrons.</p>
Concern that the information about the existence of the ferry service is inaccurate and that the ferry service ceased in the mid 1960s	From historical records it is understood that a historical ferry service using the wharves was discontinued in the late 1950s, restarted in some form in 1965, and then finally ceased service sometime before 1974 when both La Perouse and Kurnell wharves were destroyed by storms.
Desire for further community engagement after the EIS is completed.	Engagement will continue through the duration of the exhibition of the EIS and beyond as required.
<b>EIS process and in particular the studies and assessment being undertaken</b>	
<p>Concern about the delicate marine ecology including:</p> <ul style="list-style-type: none"> <li>• The potential impact on sea grass during construction and operation. This has ecological significance and cultural significance to the Aboriginal community.</li> <li>• Lack of marine environment surveys.</li> <li>• Growth of seagrass is seasonal and it cannot be assessed at just 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>	<p>The location and layout of the wharves has been designed to avoid impacts on sensitive <i>Posidonia australis</i> seagrass where possible. The location of seagrass has been identified through detailed surveys</p> <p>There were three marine surveys in 2020. Further marine surveys in 2021 will be conducted to understand the seasonal changes</p> <p>DPI Fisheries have been consulted about marine surveys and potential project impacts</p>



Issue raised	Response and/or cross reference to the EIS
Interest of involvement of Aboriginal organisations in future marine survey and monitoring.	Procurement of services for marine surveys and monitoring during construction will be considered should the EIS be approved noting the capability and interest from Aboriginal organisations
Concern about a detailed report with “answers” to mitigate risks but the project will be another attack on natural and cultural heritage.	The project has been designed to avoid and minimise impacts on the environment, including on cultural heritage
<p>Potential to impact/destroy seven Aboriginal heritage sites in immediate area.</p> <p>Need for preservation of cultural sites and cultural heritage in the area including Aboriginal engravings.</p> <p>Concern about the rationale of the archaeological surveys in Kurnell in areas that had been disturbed in the last 100 years.</p>	<p>Chapter 7, Aboriginal heritage, Chapter 8, Non-Aboriginal heritage and Chapter 9, Underwater heritage assess the impacts of the project on heritage. TfNSW Procedure for Aboriginal Cultural Heritage Consultation and Investigation (PACHCI) is being followed, which includes participation from Registered Aboriginal Parties and the local Aboriginal community.</p> <p>Test excavation surveys were required to better understand the likely archaeological heritage within the construction boundary and to assess the potential impacts of the project.</p>
Use of and impact on Aboriginal Lands/Aboriginal land rights	<p>At the time of writing the EIS, there are no Native Title claims registered in the study area. There are Aboriginal land claims within the construction boundaries at La Perouse and Kurnell. Refer to Chapter 2, Assessment process of the EIS.</p> <p>The project construction requires temporary occupation of land around the proposed wharves. Once constructed, the wharves will permanently occupy land required for operation</p>
<b>Noise impacts (construction or operation)</b>	
<p>Existing issues/complaint raised with Randwick City Council and the Environment Protection Authority on noise impacts in the bay and on local residents - port/ boat noise and various industries including Caltex.</p> <p>Impact of noise from the horns of ferries.</p>	<p>Chapter 15, Surface noise and vibration and Chapter 16, Underwater noise and vibration assess the potential noise and vibration impacts from construction and operation of the project. There will be temporary noise impacts during construction. Once operational, the ferries would generate noise during berthing and departing, however, it is not envisaged that the ferries will generate noise any greater or dissimilar to that of the existing environment.</p>
<b>Biodiversity impacts (impacts to sea grass, vegetation, seahorse, etc)</b>	
<p>Potential implications on the environment and wildlife and especially endangered marine life and impact of:</p> <ul style="list-style-type: none"> <li>• Construction, operation and wave impact on seagrasses and the need to protect sea grasses and endemic species.</li> <li>• existing swing moorings and further recreation boating activity on the sea grasses.</li> <li>• construction or the permanent wharf footings on crabs in the area and cultural fishing.</li> <li>• Concern about the impact of the boat</li> </ul>	<p>Chapter 10, Marine biodiversity assess the impacts to marine flora and fauna.</p> <p>This includes an assessment of impacts from boat propellor wash and scour.</p> <p>An Offset Strategy is being prepared in consultation with DPI Fisheries and will provide for offsets to any potential impacts on marine biodiversity.</p>

Issue raised	Response and/or cross reference to the EIS
propellers on seagrass.	
<p>Concern about the impact of construction and operation and the need to preserve the RAMSAR wetland that is Towra Point - an important site.</p> <p>Inability to assure that there will be no impact on Towra Point and endangered migrating birds such as the Eastern Tern. This is a significant intact portion of mangroves and rare salt marsh that supports an ecosystem.</p>	<p>Chapter 10, Marine biodiversity assess the impacts to marine flora and fauna, including impacts on the Towra Point wetland and migratory birds.</p>
<p>Need to involve Towra team of Aboriginal trainees managed by NPWS.</p>	<p>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</p>
<p>Concern that oil pollutants will wash up from the ferries making the bay dirty and causing environmental impacts.</p>	<p>Ferry operators will be responsible for maintaining and managing vessels to avoid spills, including the preparation and implementation of a spill management plan</p>
<p>Concern about PFAS, mercury and toxins in sediment – and belief that the construction will disturb these and people might be consuming contaminated shell fish.</p>	<p>Chapter 17, Soil, water and contamination assesses the impacts of potential contaminated sediments and soils within the project area.</p>
<p>Reference to impact on existence or the habitat of species including: whales, dolphins, local turtles, octopus, weedy sea dragons, nudibranchs, cuttlefish, sharks, anglerfish, Sydney pygmy pipehorses – danger of being hit and impact of noise.</p> <p>The area where the ferry wharves are proposed has sea sponges, sea squirts, sea grass, kelp, and corals.</p> <p>The risk on endangered weedy sea dragons needs further consideration – they do not breed with those from other locations and stay close to where they are born. They are sensitive to sound and vibration (such as a ferry) and may get covered in sediment.</p> <p>Endangered seahorses present include the <i>Hippocampus Capensis</i> (White's Seahorse) and the <i>Hippocampus Abdominalis</i> (Big Bellied Seahorse).</p> <p>The Red Indian Fish (<i>Pataecus fronto</i>) is another endemic species that is rare and not well studied or understood. - Bare Island is the only shore diving site where these fish can be found.</p>	<p>Chapter 10, Marine biodiversity assesses the impacts to marine flora and fauna, including the species listed.</p> <p>Chapter 16, Underwater noise and vibration assesses the impacts of underwater noise to marine fauna.</p>
<p>Impact of the operation of the ferry service on sooty oyster catchers, pied oyster catchers and eastern curlew that forage and roost around the area. Also, spur wing plovers that nest on the</p>	<p>Chapter 11, Terrestrial biodiversity assesses the impacts to flora and fauna on land.</p>

Issue raised	Response and/or cross reference to the EIS
grass areas of the Park will be affected by any increased parking areas.	
Concern that the sandy substrate that biodiversity relies on has been reduced and will be replaced with rock and cement – putting biodiversity under stress and the wharves will exasperate this stress.	There will be impacts to sandy substrate and seagrass habitat during construction. The wharves are designed as deck on pile structures which limits the permanent footprint on the sea floor. An offset strategy is being prepared to offset loss to seagrass habitat.
The added hard surfaces will mean that the introduced pest, the European Fan Worm, present along rocks in waters off Kurnell will have more areas to populate and breed. The ferry may expand these into Frenchman's Bay.	Maintenance of the ferry vessels including management of pest species will be the responsibility of the operator.
Concern about the presence of exotic non-Australian species in the existing park.	Any new landscaping proposed as part of the project would be confirmed during detailed design and would be native species.
Social impacts (fishing areas, conflict of users, amenity)	
<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 including the suburbs of Little Bay and Phillip Bay– antisocial behaviour, noise and damage to properties.</li> <li>• Desire that Kurnell be a place of quiet reflection.</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> <li>• Increased visitation will result in vandalism, destruction of the National Park, damaged infrastructure, illegal fires, removal of dune fencing, litter, damage to vegetation. There will be increased pressure on those who care for these sites.</li> </ul>	<p>The project aims to improve the visitor experience for people already going to La Perouse and Kurnell.</p> <p>It is envisaged that the number of new people coming as result of the ferry is relatively small. It is envisaged that less than 10 percent of the total number using the wharves and ferry will be attracted to the area just for the wharves and ferry.</p>
Concern that there is no local benefits from the proposal and no cultural or heritage connection between the two sites apart from the name of Kamay National Park. Believe that the economic benefits to Kurnell will be minimal.	The benefits of the project are under the response to 'Project need and benefit' above. Feedback from the local Aboriginal community and long term Kurnell residents advised that there is a strong and important historical and current connection between both sides of Kamay Botany Bay.
Concern about the surrounding visage.	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

Issue raised	Response and/or cross reference to the EIS
<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 Frenchman's Beach as result of swell, oil and fuel on swimmers.</p> <p>Increased likelihood of pollution leak (fuel, sullage) causing impact and poisoning scuba divers and spear fishers</p>	<p>Chapter 18, Coastal processes assesses the impacts of the construction and operation of the project on coastal processes.</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>Loss/ destruction of scarce green space to build infrastructure</p>	<p>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</p>
<p>Impact of this project on future development, housing and protection of culture in the area.</p> <p>Concern about plan being to over develop Kurnell with high rise flats and use La Perouse as commuter hub to CBD.</p> <p>Fear that there is already over development and developers will seek to influence the rezoning of the area and the local community will have to start another battle against the developers and the State. The Meritons and Mirvacs will replace houses and open spaces with apartments and turn La Perouse into Eastgardens and Mascot.</p>	<p>This project is part of the Kamay Botany Bay National Park 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</p> <p>There is no rezoning proposed as part of the project</p>
<p>Impacts to the area on top of those from Caltex and dredging, loss of foreshore and degradation with Botany Bay being reclaimed for a port and airport runways and the associated loss of sea-grasses, wading bird habitat, marine life and precious terrestrial environments.</p>	<p>There is no dredging as part of this project.</p> <p>Impacts to marine seagrass habitat have been avoided where possible and any residual impacts will be offset.</p>
<p>Impact on recreational diving community and activity of scuba businesses (Prodiver, Dive centre Bondi) with the water no longer being suitable for this activity and concerns about safety especially for diving schools and learners.</p> <p>Impact on scuba access due to the ferry movements, with the location of the wharves being the location that scuba divers currently enter and exit. Concern that there will be no access allowed under and around the wharf.</p> <p>Concerns about impact on cultural fishing, the marine ecology and the ability to dive as a result of the movement, wave changes and operation of the ferry near the shoreline.</p> <p>Concern about impact on marine life at Bare Island that has some of the best dive sites in Sydney.</p>	<p>During construction, there will be restrictions on the use of the waters 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.</p> <p>There will still be access to the nearshore environment around the wharves where divers and swimmers can access the water.</p> <p>Chapter 10, Marine biodiversity assesses the impacts to marine flora and fauna.</p>

Issue raised	Response and/or cross reference to the EIS
Impact on local businesses of reduced environmental values/ diving.	
<p>Concern that recreational vessels will be prohibited from use of the wharves. Need for:</p> <ul style="list-style-type: none"> <li>• access for recreation fishing areas and by boat and by land.</li> <li>• small boat users to pick up and drop off friends and family.</li> </ul>	<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>Belief that many historic recreation activities such as jumping off the wharf will be prohibited</p>	<p>There will be restrictions around the berthing platforms to ensure safety. Other areas of wharf and surrounds will be available for fishing and recreational activities.</p>
<p>Do not consider that the project will contribute to a reduction in rock fishing incidents</p>	<p>Areas for fishing will be allowed on the wharves. This may encourage safer fishing.</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. We understand that this concern may also be related to the Cruise ships and related Covid concerns that has been addressed above</p>
<p>Design and aesthetics (what it should/ shouldn't include) – Wharves and adjoining areas</p>	
<p>The Aboriginal community is looking to embed some of its cultural values into the look and feel of the wharves.</p>	<p>Cultural interpretation will be encompassed into the infrastructure</p>
<p>Interest in Timbery Reserve and project developments impacting this area.</p>	<p>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</p>
<p>The vegetation at La Perouse including along the beach is restorative and does not necessarily match the natural landscape. Interest in particular by Aboriginal people that the future vegetation reflects that of the original landscape.</p>	<p>Existing and proposed vegetation and planting has been a topic of discussion at meetings with the local Aboriginal community. Feedback on planting and vegetation has informed the extent, location and species of plants proposed by the Landscape Architect</p>
<p>Concern about the materials to be used for building the wharf and the use of asbestos.</p>	<p>Factors to be considered in selecting materials for the wharf infrastructure, include durability, maintenance, aesthetics and user safety</p> <p>Asbestos related material will not be used</p>
<p>Concern about the large size /length of the wharves – in particular at La Perouse – not in keeping with the area.</p> <p>Previous publications were misleading (made them look smaller)</p>	<p>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 water depth needed to safely berth a ferry</li> <li>• The width of the wharves are a practical minimum to allow adequate access</li> <li>• Form is minimised. Additional amenities buildings and an extended roof structure</li> </ul>

Issue raised	Response and/or cross reference to the EIS
	<p>were considered, but not progressed to limit the size of the built form</p> <ul style="list-style-type: none"> <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
<p>Need for facilities such as toilets, food services, shelter and garbage bins that are emptied daily.</p> <p>Support for there not being additional toilet facilities.</p>	Toilets will be provided on the ferries and there is existing facilities on land on either side. It was considered that additional facilities would have added to visual and heritage impact
Need for dedicated fishing areas and step outs along the jetty (especially in deep areas and ideally low to the water) to allow for fishing without disrupting the pedestrian flow. Areas for recreation boats could also be used for fishers.	<p>It is proposed that the wharf include a 70m long x 8.5m wide accessible ramp leading down to the water.</p> <p>The current proposal has one face of the ramp dedicated for ferry operations and the other face for a multi-user berth for recreational boating and fishing</p>
Other fishing facilities including bins, taps, cutting boards, interactive signage, lower handrails for disabled, lights and security cameras.	All of these facilities will be considered during the development of the detailed design.
Need to consider facilities and protocols for keeping the wharf clean (squid fishing causes mess).	<p>Water taps will be provided at regular intervals along the wharf for maintenance purposes</p> <p>A cleaning management plan will be in place</p>
Facilities for recreational boating including water and recycling/ waste facilities and storage.	The recreational berth is intended for short stay mooring only and therefore the facility will not be allowing for vessel water provisioning and waste pump out. There are other facilities in Botany Bay that will provide these services.
Design needs to make it easy for small vessels to use the wharves.	It is proposed that one side of the boarding ramp is suitable for short term use by smaller sized boats (2m to 20m in length) and 'good weather' berthing.
Ladders that are good for diving and swimming but need to be away from the fishing areas.	A number of safety ladders will be provided along the periphery of the wharf
<p>Concern about the location of the wharves in the same place impacted by storm in the past.</p> <p>Concern about the proposed materials and that it will not be designed for the storm conditions as per the previous wharves being washed away. Belief that the Kurnell wharf in particular is very exposed to weather and storm damage.</p>	<p>Locating the wharves at the historical location avoids impacting areas not previously disturbed</p> <p>Coastal modelling and site specific studies assisted to determine the location of the new wharves</p> <p>The new wharves will be engineered to withstand large storm events and wave impacts; including one of greater magnitude of the 1974 storm event that destroyed the wharves</p>



Issue raised	Response and/or cross reference to the EIS
Concern that Frenchman's Bay is no longer a safe mooring location as result of refraction of waves from the port revetment.	<p>The previous wharves were constructed of timber and the new wharves will be stronger and more resilient as they utilise steel and reinforced concrete</p> <p>The deck level of the proposed wharves will be higher above the water level to minimise wave loading on the structure and overtopping</p>
Suggestion to use the existing Caltex jetty.	The Caltex jetty at Kurnell is still in operation and receives imported fuel. There is no opportunity to use this jetty for a ferry and recreational wharf facility
The Wharf should be sympathetic to the area/ respect the surrounds – small rather than big and modern. Should not take away from the view of La Perouse and use of the waterway.	Waiting area shelter that is the highest part of the wharf structure is designed to minimise visual impact
Concern about the lack of available space for the required set up of large commercial operations.	The wharves are designed to cater for a variety of vessel sizes. The recreational berth is capable of accommodating a 20m vessel.
The area adjoining the wharf needs to be rehabilitated and the stone blocks reinstated to be in the historic wharf landing location.	There is remnants of the historic wharf infrastructure at both sites. The construction of the project will be managed to avoid impacts to historic heritage as outlined in Chapter 7, Aboriginal heritage, Chapter 8, Non-Aboriginal heritage and Chapter 9, Underwater heritage.
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 procured 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 (what it should/ shouldn't include) – Ferries</b>	
Desire to have a vehicle ferry.	There are no plans to encompass a vehicle ferry service
Concern that the planned ferries are very large.	Assessment of the likely demand indicates that a relatively small to medium in size vessel would be suitable with a maximum capacity of 100-250 passengers
Want to see the ferries accept bicycles.	While the operating model and specifics of the ferry service have not been confirmed it is likely that bicycles will be able to be accommodated on the ferry
<p>Desire to see use of a timber ferry like those used for the Bundeena, Dangar island and Palm Beach.</p> <p>Desire that the ferry be no larger than the one used at Bundeena.</p>	The most appropriate operating model and specifics of the ferry vessels have not yet been confirmed

Issue raised	Response and/or cross reference to the EIS
Interest in seeing use of flat bottom craft with an opening lip (similar to a vehicle ferry) with berthing from Frenchmans and Silver Beaches.	Such a service would have limited functionality as well as negative environmental and social impacts including on the seabed, the beach and beach users. We do not believe that such a service would be Disability Discrimination Act access compliant
Want to see an environmentally friendly ferry.	<p>The most appropriate operating model and specifics of the ferry vessels have not been confirmed</p> <p>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</p>
Ferries should be accessible to dogs on leash.	At this stage the operating model and specifics of the ferry vessels and the service provided have not been confirmed
Concern that the operation of the ferry will require annual clearing of sediment/ dredging causing impact on marine fauna and flora.	No dredging will be required as part of the project operation. The wharves are designed to allow sufficient depth for ferry vessels.
<b>Construction impacts/ opportunities</b>	
Impact on cultural fishing, marine ecology and diving during construction.	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 and the unique marine environment with the construction of the wharves.	The proposed location and layout avoids sensitive vegetation on both the land and in the marine environment. There will be impacts to sensitive seagrass habitats, these would be offset.
Concern about the noise impacts from piling.	<p>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.</p> <p>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</p>
Desire that the construction provides employment opportunities for local people.	<p>The Aboriginal Participation in Construction requirements will be met during the construction phase in accordance with the NSW Government Aboriginal Procurement Policy (1 Jan 2021)</p> <p>Applications from local businesses to participate in the project are welcome and will be encouraged within the requirements of the NSW Government procurement policy.</p>

Issue raised	Response and/or cross reference to the EIS
<p>Concern about timeframe for construction and the inefficiency that this demonstrates.</p> <p>Also, the noise, air quality, traffic, amenity impact of construction.</p>	<p>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 surrounding communities. This includes constructing both wharves at the same time.</p> <p>A Construction Environmental Management Plan will manage and mitigate impacts during construction.</p>
<p>Concern that the project involves dredging that will have an impact on the marine ecology and be a visual eyesore.</p>	<p>No dredging is required as part of the project.</p>
<p><b>Operation of the ferry service including conflicts with other marine users</b></p>	
<p>There is strong Aboriginal cultural association and family association with the operation of the ferry wharves in Kurnell and La Perouse and this should be acknowledged.</p> <p>Desire that the local Aboriginal community operate the service and work on the ferry/wharves and use it to tell their stories of the Kamay area. Commercial arrangements should prioritise local Aboriginal people. There is a concern that other Aboriginal organisations will come into the community to get the jobs before members of the local community.</p> <p>Concerns that Aboriginal people might be consulted but not so involved in ongoing operational employment.</p>	<p>The most appropriate operating model, party and specifics of the ferry have not been confirmed by TfNSW.</p> <p>The project team is aware of the previous role of Aboriginal people in the operation of the ferry, and supports the need for meaningful recognition of this as part of any new service. This will be explored at a later project stage</p> <p>The project team has consulted LPLALC and other local Aboriginal community groups and members regarding opportunities for direct involvement in operations of a ferry. This will be explored in detail closer to the time of completion of the wharves</p>
<p>Concern about rights of way for various vessels and navigational safety - ferry, container ships, cruise liners.</p> <p>Concern about increased likelihood of boating accidents leading to pollution, environmental impact, injury and death.</p>	<p>Transport for NSW is preparing an operation plan to consider the interactions between vessels using the wharves (e.g., ferry service) and other vessels operating within the Bay, and how this needs to be managed.</p> <p>The ferry will be required to give way to all large vessels including cargo ships</p>
<p>Concern about the type of commercial vehicles referred to and connection to cruise terminal.</p>	<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>
<p>Concern about the increased number of recreational vessels in the bay.</p>	<p>The wharves will allow recreational craft to berth for short periods only for drop off and pick up purposes. There is no provision for permanent vessel mooring at the wharves or elsewhere e.g., there are no marina pontoons</p>

Issue raised	Response and/or cross reference to the EIS
	It is expected that restrictions on the wharves and ferry transit areas for recreational boats will be communicated through signage on the wharf and on boating maps. TfNSW boating safety officers will also monitor and manage interactions between vessels and other users near the wharves
Future ownership of the ferry service and wharves and concern about privatisation and the pressure this will cause in the service using the quickest pathways rather than considering environmental interest.	TfNSW will own and maintain the wharves At this stage the most appropriate ferry service operating model has not been confirmed by TfNSW. A potential scenario is TfNSW granting a subsidised operating licence to a private organisation to operate a service on the condition it aligns with all planning and environmental approvals. This type of arrangement is in place for the current Cronulla-Bundeena ferry service
Concern about increased visitors to Kamay and all waiting for the last ferry and creating overcrowding.	A project objective is to enhance the experience for people already visiting La Perouse and Kurnell. Less than 10 percent are expected to be new ('induced') visitors It is anticipated that the ferry operator will optimise its service to manage potential for overcrowding of at peak periods of the day including the last ferry.
Suggestion that the ferry service would need to run for more extensive hours than proposed.	Based on feedback from potential operators and assessment of expected demand, two ferry services could operate per hour in peak visitor times (e.g., during weekends) and less frequently at other times. It is assumed that the demand for ferry services will be predominantly during daylight hours only. This will be confirmed once an operator has been identified
Interest and concern about where the ferries will be parked when not in use and potential impacts.	Ferries are expected to berth overnight or out of service (as well as to refuel and resupply) at a separate location to La Perouse and Kurnell wharves. This location will be confirmed once an operator has been identified but may include an existing facility for this purpose elsewhere in Botany Bay. Berthing for a long period at the wharves may only occur in exceptional circumstances such as an emergency
Desire that there be a Scuba exclusion zone around the wharves.  Concern about lack of diving access in and around the wharves.	Transport for NSW will consult with the ferry operator once selected about areas for exclusion and no anchoring around the wharves. There will still be access along the shoreline for divers and swimmers at both wharf locations.

## 5. Next steps

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Matters raised by the community listed in this document have been used by the project team in the finalisation of the EIS and the design of the ferry wharves.

During the exhibition and as part of the submissions in response to the EIS we will be inviting further input and ideas from the community and other stakeholders.

We will continue to meet with stakeholder groups or individuals on their request or the project team will seek meetings.

The EIS for the Kamay Ferry Wharves project will be on exhibition in mid 2021. At that time Transport for NSW will invite formal submissions from the community and other stakeholders. To support the promotion of the exhibition of the EIS and to answer questions from the community, similar engagement mechanisms to those outlined in this document will be available including:

- A third Project Update
- Newspaper advertisements
- Information on the Your Say Kamay Ferry website and the Transport for NSW website
- Information sessions and potentially sessions based around key topic areas.
- EIS available on line and in hard copy at Council offices and TfNSW offices
- An EIS summary document.

A report will be prepared to respond to submissions to the EIS.

Should the project be approved, the project team will develop and implement a Community Liaison Implementation Plan with specific information relating to community involvement during construction and for twelve months following the completion of construction, including:

- Detail of the methods, activities and timing including how we will address specific issues that have been identified
- A stakeholder contact list reviewed and updated regularly throughout the project
- Approach to engagement identifying the stakeholders and stakeholder groups impacted and how we will communicate with them
- Map showing any impacted properties
- A register of potential construction impacts and timings
- An assessment of, and plan to minimise, impacts on the community and stakeholders
- External and internal communication protocols
- Procedure for managing and responding to enquiries and complaints
- Procedures for notifying the community of upcoming work and impacts and ensuring this information is accessible.

## Appendix A - List of stakeholders consulted

Role	Organisation
<b>Government</b>	
	TfNSW - Cycling
	NSW National Parks and Wildlife Service
Mayor	Bayside Council
Manager, Strategic Planning	Randwick City Council
Member for Barton	Labor Party
	National Parks and Wildlife Service
Communications	NSW Ports
	Sutherland Shire Council
	NSW Department of Primary Industries (DPI) - Fisheries Office
General Manager	Georges River Council
MP Maroubra	Labor Party
Aboriginal Cultural Heritage Officer	Transport NSW
Project Manager	Port Authority of New South Wales
General Manager	Port Authority of New South Wales
	Randwick City Council
Communication	Port Authority of New South Wales
Part time Ranger	NSW National Parks and Wildlife Service
	Randwick City Council
	NSW Department of Primary Industries (DPI) - Fisheries Office
Member	MP for Heffron
Traffic and Transport Services	Sutherland Shire Council
	Randwick City Council
Public Domain Assets	Sutherland Shire Council
	National Parks and Wildlife Service
Manager Integrated Transport	Randwick City Council
Cultural Fishing	NSW Dept of Primary Industries
Manager Traffic & Public Domain Services	Sutherland Shire Council
Manager, Compliance and Planning	Port Authority of New South Wales
	Bayside City Council
Project Director	Transport for NSW
Senior Policy Advisor - Strategic Planning	Sutherland Shire Council
	Randwick City Council
Land Use Planning & Development	Transport NSW



Role	Organisation
Senior Land Use Planner	Transport for NSW
Senior Traffic Engineer	Sutherland Shire Council
Manager Operations Botany Bay/Port Hacking	NSW Maritime (Safety)
Mayor	Randwick City Council
	Sutherland Shire Bushcare
	Randwick Council Aboriginal Advisory Committee
Deputy Harbour Master	Port Authority of New South Wales
	Minister for Planning and Public Spaces, Parliament of NSW
Land Use Assessment	Transport for NSW
	Federal MP for Kingsford Smith
	NSW National Parks and Wildlife Service
	NSW Advisory Council of Recreational Fishing
General Manager	Bayside Council
	NSW Advisory Council of Recreational Fishing
<b>Community organisations</b>	
	Busy Bees - Bush Regeneration (Kurnell Section)
	Friends of the La Perouse Museum
	Sydney Business Chamber
	Amateur Fisherman's Association
	Friends of Malabar Headland
	Friends of Towra
	Eco Divers
	Stop Cruise Ship Pollution (FB page)
	Recreational Fishing Alliance of NSW
	Prince Henry Community Centre
	NSW Water Ski Federation
	Seniors Inc aka the Little Bay Coast Centre Inc
	Sharks Board Riders
	Sydney Pistol A20:A48 Club
	NSW Golf Club
	St Michaels Golf Club
	Surfrider Foundation - Eastern Beaches
	Rockdale Sports and Fishing
	La Perouse Precinct Committee
President	Botany Bay Game Fishing Club
	Sutherland Shire Historical Society and Museum
President	St Georges and Sutherland Anglers Club
	The Australian Fishing Trade Association AFTA

Role	Organisation
	Botany Bay & Catchments Alliance
	Botany Bay Yacht Club
Secretary	Randwick & District Historical Society
	Georges River 16ft Sailing Club
	Botany Bay Yacht Club
Chairperson	Orica Botany Liaison Group (Community Consultative Committee)
	Australasian Wader Studies Group
President	Rowing NSW
Managing Director	Big Run Events/Sydney Trails
	Maroubra Community
CEO	Nature Conservation Council of NSW
Secretary	Southern Sydney Amateur Fishing Association
	Friends of La Perouse Museum
	Sutherland Shire Environment Centre
	Botany Bay Busy Bees
	NSW Kite Boarding Association
President	The Kurnell Catamaran Club
	Cronulla Dunes and Wetlands Protection Alliance
	Southern Sydney Amateur Fishing Association
	Kurnell Progress & Precinct Residents' Association
	La Perouse Coast Care
	Save The Bay Coalition (FB page)
Chairperson	Port Botany Community Consultative Committee
President	Boat Owners Association of NSW Inc
	Botany Bay and Catchment Alliance BBACA
President	St George Sportfishing Club
President	Kurnell Progress & Precinct Residents' Association
	Australian Fishing Trade Association
	St George & Sutherland Shire Angling Club
	Yarra Bay Sailing Club
President	Underwater Skindiving and Fisherman's Association USFA
	Kurnell RFS
	Muddy Creek Boating and Amateur Fishing Association (MCBAFA)
<b>Businesses</b>	
	Global Tackle
	Caltex Kurnell
	Botany Bay Bait and Tackle
	DP World (Brotherton Docks – South Side)

Role	Organisation
	Patrick's (Brotherton Docks - North Side)
	Orora Paper Mill
	SICTL - Hutchinson Ports (Hayes Dock)
	Eastern Suburbs Memorial Park
	Endeavour Cafe
	Transdev Sydney Ferries - Commercial team
	McConnell Dowell
	Kadoo Tours
Manager	Abyss Scuba Diving
	NRMA
General Manager	Watpac Besix Group
	Polaris Marine Construction
	SMC Marine
	Austral Construction
	Sealink – Transit Systems
	NRMA
	Paddle NSW
	Transdev Sydney Ferries
	Keolis Downer
	Caltex
Owner	Southern Sydney Fishing Tours
Terminal Manager	Caltex
	Georgiou Group
	Caltex Marine Advisor
	Botany Bay Adventure Boats
	Clement Marine
	Sea Lord Fishing Charters
	Transdev Sydney Ferries
	Transdev Sydney Ferries - Commercial team
Store Manager	Fergos Tackleworld Taren Point
	ABC News
	Southern Courier
	Sydney Morning Herald
	Tourism and Transport Forum
	Westpac Rescue Helicopter
	Boating Industry Association
	Botany Bay Environmental Education Centre
	Commercial Vessel Association

Role	Organisation
	St George & Sutherland Shire Leader
	Boating Industry Association
Specialty Marine Contractor	The Abyss Project
	Commercial Vessel Association (CVA)
	NRMA
<b>Aboriginal organisations</b>	
	Kooloorra Community Centre
	Kurranulla Aboriginal Corporation
	Eastern Zone Gujaga Aboriginal Corporation
	Sutherland Shire Reconciliation
	La Perouse Cultural Fishing Group
	Yulang Aboriginal Education and Training Unit
	Guriwal Aboriginal Corporation
	First Hand Solution Aboriginal Corporation
Senior Ranger	Gamay Rangers
	National Indigenous Australians Agency
	Galamban
	Nura Gili, Centre for Indigenous Programs UNSW
	Gamuda
CEO	La Perouse Local Aboriginal Land Council
	Gujaga Foundation
	Sutherland Shire Council Aboriginal Advisory Committee
	La Perouse Aboriginal Community Alliance
Project Officer – La Perouse	Inner Sydney Empowered Communities Ltd
	Aboriginal Education Consultative Group (met East Regional Committee)
Senior Manager	Office of the Registrar Aboriginal Rights Act 1983
	Gweagal-Bidjigal Sovereign Tribal Elders Council
	La Perouse Botany Bay Corporation
	Bidjigal Gweagal Sovereign Tribal Elders Council
	Eastern Zone Gujaga Aboriginal Corporation
<b>Schools</b>	
	Kurnell Public School
	Maroubra Russian School
	Matrville Public School
	Matrville Sports High School
Principal	La Perouse Public School
Director	KU Peter Pan La Perouse Preschool
	Matrville Soldiers Settlement School

Role	Organisation
Director	Kurnell Preschool Kindergarten
Associate Professor	School of Biological, Earth & Environmental Sciences UNSW Sydney