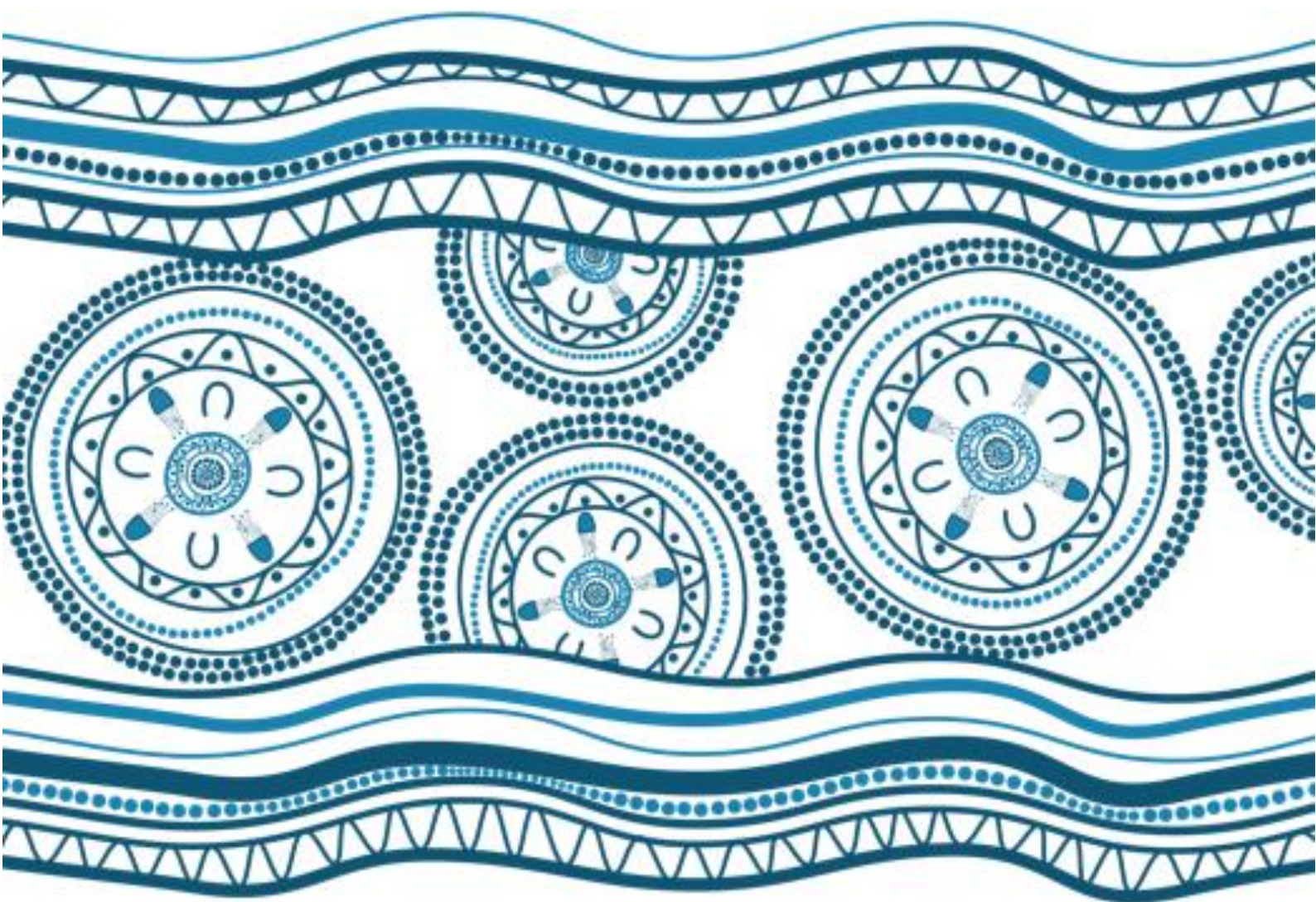


Chapter 14

Socioeconomic



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14 Socioeconomic

This chapter presents an assessment of the socioeconomic impacts of the project and identifies mitigation and management measures to minimise and reduce these impacts.

The assessment presented in this chapter is a summary of information from Appendix N (Socioeconomic Impact Assessment Report).

14.1 Assessment methodology

The method for carrying out the socioeconomic assessment involved:

- Defining the extent of the area likely to be influenced by socioeconomic impacts from the project (study area)
- Reviewing consultation engagement feedback
- Establishing a social and economic baseline to understand the nature, scale and significance of potential impacts
- Identifying and assessing the potential social and economic impacts and their significance
- Identifying measures to mitigate and manage the potential impacts and enhance the potential benefits.

In line with the Department of Planning and Environment (DPE) Social Impact Assessment Guideline 2017, the economic component of this socioeconomic assessment is focussed on strategic socioeconomic factors such as employment, industry and business impacts of the project. This assessment does not provide any primary quantitative analysis of economic impacts, nor consideration of the broader monetary value the project will bring.

14.1.1 Policy framework

The socioeconomic impact assessment was carried out with reference to the guidance note Transport for NSW Environmental Impact Assessment Practice Note Socio-economic Assessment EIA N05 (Transport for NSW, 2020c) for a 'moderate' level of assessment and the Social Impact Assessment Guideline (NSW Department of Planning and Environment, 2017). Department of Planning, Industry and Environment (DPIE) have recently published a draft update to the Social Impact Assessment Guideline in 2020. Noting this document remains in draft, this assessment aligns with the existing adopted 2017 guideline, but references to the content of the draft updated guideline where possible.

14.1.2 Study area definition

The study area of social and economic influence represents areas and communities that have the potential to be directly or indirectly impacted by the project. The socioeconomic impact assessment study area is shown in Figure 14-1. The Australian Bureau of Statistics (ABS) Statistical Area Level 2 (SA2) data has been used to provide population and dwelling counts within the study area and consists of two key communities namely, Malabar - La Perouse - Chifley (Malabar) and Cronulla – Kurnell – Bundeena (Cronulla).

The socioeconomic assessment needs to cover a broader area of influence than just the SA2 when assessing social impacts, given the project area represents a key tourist attraction for recreational and cultural activities for people across Australia. Therefore, the assessment considered:

- Greater Sydney - to capture the cultural and tourism value associated with enhanced connectivity between the two areas
- New South Wales - as the area holds a high level of Aboriginal and non-Aboriginal cultural and heritage value
- Australia - as the area holds cultural and heritage significance at a national level.



Figure 14-1: Socioeconomic impact assessment study area

14.2 Existing environment

This section summarises the existing social and economic environment within the study area. A detailed discussion of statistics and comparison to the Greater Sydney area is provided in Appendix N (Socioeconomic Impact Assessment Report).

14.2.1 Community profile

The socio-demographic profile was developed using ABS 2016 Census data prior to the Covid-19 pandemic. Some of the data analysed in this section may no longer reflect the current situation as Covid-19 may have changed employment, travel patterns and other community characteristics. The long-term impacts of Covid-19 on socioeconomic baseline are currently unknown, and while they may not align with 2016 data, this represents the current best available data.

Population and households

According to 2016 census data, around 47,500 people lived in the study area, around 24,000 in Malabar SA2 and around 23,500 in Cronulla SA2. This is about 0.1 per cent of Greater Sydney's population.

In 2016, five per cent of the population identified as being Aboriginal and/or Torres Strait Islander within Malabar SA2, compared to a smaller population (1.3 per cent) in Cronulla SA2. The higher percentage of people identifying as Aboriginal and Torres Strait Islander is likely due to Aboriginal people living at La Perouse and Kurnell for over 3,000 years and the area continues to be an important place of cultural significance. The La Perouse Local Aboriginal Land Council is located within Malabar SA2. This high percentage of Aboriginal population highlights the importance of considering the impacts of the project to the local Aboriginal community and broader Aboriginal and cultural values.

Appendix N (Socioeconomic Impact Assessment Report) provides more information on other demographic groups present within the study area that make up the project's community profile.

There may be localised population groups that may be more vulnerable to the impacts of the project, including a higher than average number of over 65 year old's; higher than average proportion of people in need of assistance (in Malabar SA2); and a small proportion of the population who are recent migrants, and/or unable to speak English. However, overall, the study area is not considered to contain substantial numbers of such populations, as the overall proportions remain small, and typically lower than average for Greater Sydney.

There was a total of 20,227 private dwellings within the study area at the time of the 2016 ABS Census. However, the number of dwellings within close proximity to the project area at La Perouse and Kurnell was significantly lower. A significant number of these were attached or apartment dwellings, with the proportion of separate houses (39.5 per cent), lower than the Greater Sydney proportion of 54.9 per cent which aligns with a smaller than average household size (2.5 compared to 2.8) and higher number of lone person households within the study area (approximately 23 per cent compared to 19 per cent).

Of all dwellings located within the study area, approximately 52 per cent were owned outright or with a mortgage, and 30 per cent were rented, similar to Greater Sydney's average. A significantly higher than average proportion of rental properties in Malabar SA2 were identified as public or community housing (approximately 13 per cent) compared to just one per cent in Cronulla SA2. This may indicate the presence of greater disadvantage within the Malabar area, this aligns with the analysis of the Socio-Economic Index for Areas (SEIFA) in Appendix N (Socioeconomic Impact Assessment Report), which demonstrates some clusters of significantly disadvantaged communities within Malabar SA2, particular associated with the Aboriginal Community Housing Area.

Residential education and employment

The study area had a slightly lower proportion of its population enrolled in schooling, and lower numbers of residents who had a bachelors or postgraduate degree when compared to Greater Sydney in the 2016 census. However, a greater proportion of people in the study area had completed a certificate or diploma compared to Greater Sydney. These differences do not indicate a disadvantage in learning opportunities or demographic differences between the areas.

Within the study area, there was a residential labour force of 24,018 in 2016, with an average employment rate of 96 per cent. This is consistent with average employment rates in Greater Sydney (94 per cent). Similarly, the primarily professional occupation of residents was consistent with the Greater Sydney population.

Occupation and industry

According to the 2016 census, the study area provided around 11,500 jobs. Table 14-1 shows that the study area had a larger proportion of accommodation and food service jobs, indicating that it is a key hub for tourism and recreation. The study area also had a significantly higher proportion of jobs in the construction industry when compared to Greater Sydney. Jobs were predominantly in professional and community and personal service work occupations, with the number of jobs in the personal services occupation being significantly higher than Greater Sydney's average. This aligns with the study area being a key hub for tourism and recreation rather than a professional job cluster.

Table 14-1: Top five industries by place of work

Industry	Study area (%)	Greater Sydney (%)
Accommodation and Food Services	12.5	6.8
Public Administration and Safety	11.9	5.7
Construction	10.8	6.9
Health Care and Social Assistance	10.7	11.7
Retail Trade	7.3	9.5

The study area is also heavily dominated by shipping operations and port trade given Port Botany is Sydney's major shipping port.

Local businesses

The study area is home to around 4,700 local businesses. The socioeconomic impacts of the project are considered most likely to affect businesses within a one kilometre radius of the project. These would predominantly include businesses along Anzac Parade at La Perouse, and Captain Cook Drive at Kurnell.

Local travel behaviour

The transport networks within the study area include private vehicle, pedestrian, cycle, public transport and maritime transport. There is currently no ferry service between La Perouse and Kurnell, limiting visitors to travel between 40 to 90 minutes by road to get between these locations. Public transport connectivity is poor which can result in a travel time of up to an hour between La Perouse and Kurnell, and multiple mode changes. Private vehicle use is the dominant mode of transport at both La Perouse and Kurnell, this means the accessibility for members of the public that do not own a car, including disabled and elderly people, is poor.

Car parking is a challenge within the study area, particularly at La Perouse where it is often at capacity most weekends. Recreational cycling and pedestrian use are high at La Perouse and Kurnell. Both areas attract weekend visitors who cycle or walk between landmarks, food and retail outlets.

More than 80 per cent of the study area travels outside of their local SA2 for employment, with a small proportion travelling between Malabar and Cronulla SA2s (less than one per cent). This indicates a heavy reliance on transport outside of the area and highlights the presence of a small

proportion of the community which regularly travels across Botany Bay, and likely experience significant connectivity challenges at present.

Further details of the existing traffic and transport environment are provided in Chapter 12 (Traffic and transport).

Overview

Drawing on this community profile, it is possible to identify a number of broad community groups which may be impacted by the project, including:

- Residents and businesses located in close proximity to the project, with a particular focus on ageing populations, and a level of socioeconomic disadvantage – particularly within Malabar SA2
- Visitors and users from across the study area, Sydney and further afield who travel to the area (or may do so in the future) to either visit one side of Botany Bay, or travel between the two – including tourists, cyclists, walkers and other visitors
- Aboriginal communities from whom the project and study area have an important cultural value and history.

All these groups are likely to experience impacts associated with the project, and the extent of those impacts may differ between groups. The affected community and other stakeholders who were consulted for the project are listed in Chapter 6 (Consultation).

14.2.2 Land use and community infrastructure

Land within the project is largely within State owned land, including the Kamay Botany Bay National Park (the National Park). A small area of Crown Land exists at the proposed La Perouse wharf tie-in area, and there are four Aboriginal land claims which affect land within the project area (refer to Chapter 2 (Assessment process) for details on land ownership and land claims).

Botany Bay is widely used for recreational fishing, snorkelling, swimming, diving and boating. Commercial fishing is banned other than for abalone gathering and rock lobster trapping. Shipping associated with Port Botany and the Kurnell Port and Berthing Facility operates within designated channels (refer to Chapter 12 (Traffic and transport)).

La Perouse is a popular tourist destination that provides open spaces, beaches, several restaurants and historic sites. The area is popular with visitors for sight-seeing, swimming, diving, fishing and walking. La Perouse is surrounded to the north by the residential area of Phillips Bay.

Kurnell is located at the southern headland of the National Park which is a popular place for walking, swimming and fishing. Just west of the National Park is a low-density residential area with several shops along Captain Cook Drive and Princes Charles Parade. The Kurnell Terminal Wharf associated with the Kurnell Port and Berthing facility is also located about 500 metres west of the existing Kurnell viewing platform.

La Perouse and Kurnell have high cultural and historical value to the local Aboriginal community, and Botany Bay is used by the Aboriginal community for various cultural practices including for cultural fishing. There are numerous historic landmarks at both La Perouse and Kurnell, as well as established social infrastructure. La Perouse is home to the former Aboriginal Mission of La Perouse (including the historic Colebrook Memorial Church and Yarra Bay House), and community-controlled organisations such as the La Perouse Local Aboriginal Land Council, the Kamay Botany Bay Rangers and the Friends of the La Perouse Museum Inc.

The Kurnell Visitor Centre located in the middle of the National Park, is an important education facility for the National Park and Aboriginal culture. At Kurnell, there are a number of historical sites and monuments representing Captain Cook's landing place, and first contact with the Gweagal Aboriginal community.

Both La Perouse and Kurnell contain Aboriginal and non-Aboriginal heritage items and archaeological artefacts such as middens and rock engravings, which contribute to the cultural significance for the local Aboriginal community. Further details of heritage are provided in Chapter 7 (Aboriginal heritage), Chapter 8 (Non-Aboriginal heritage) and Chapter 9 (Underwater heritage).

Table 14-2 lists social infrastructure within one-kilometre of the study area, which is shown on Figure 14-2 and Figure 14-3.

Table 14-2: Social infrastructure within one-kilometre of the study area

Map ref	Facility type	Social infrastructure
La Perouse		
1	Attraction	Bare Island and Fort
3	Attraction	Chinese Market Gardens
4	Attraction	Customs Tower
5	Attraction	La Perouse Museum
6	Attraction	Macquarie Watchtower
n/a	Beach	Congwong Beach and walking trails
n/a	Beach	Frenchmans Beach
n/a	Beach	Yarra Bay Beach
7	Cultural institution	La Perouse Local Aboriginal Land Council
9	Place of worship	La Perouse Mission Church
10	Place of worship	Lighthouse Baptist Church
12	Playground	Frenchmans Bay Reserve Playground
13	Public space	Cann Park
15	Public space	Guriwal Bush Tucker Trail
19	Public space	Yarra Bay Bicentennial Park
21	Sports and recreation facility	Cullens Driving Range
23	Sports and recreation facility	NSW Golf Club
24	Sports and recreation facility	Yarra Oval Sports fields
25	Sports and recreation facility	Yarra Bay Sailing Club
26	Youth centre	La Perouse Youth Haven
28	Child care centre	Eastern Zone Gujaga Aboriginal
30	Child care centre	KU Peter Pan La Perouse Preschool
31	School	La Perouse Public School
34	Reserve	Timbery Reserve
Kurnell		
2	Attraction	Captain Cook's Landing Place including Cook's Monument and other important monuments and structures
n/a	Beach	Silver Beach
8	Fishing area	The Steps
11	Place of worship	St John Fisher Catholic Church
14	Public space	Commemoration Flat
16	Public space	Kamay Botany Bay National Park, including picnic area and cricket pitch
17	Public space	Marton Park
18	Public space	Monument Track
20	Public space	Yena Walking Track
22	Sports and recreation facility	Kurnell Recreation Club
27	Visitor centre	Kamay Botany Bay Environmental Education and Visitor Centre
29	Child care centre	Kurnell Preschool Kindergarten
32	Pharmacy	Kurnell Pharmacy
33	Fire department	Kurnell Rural Fire Brigade

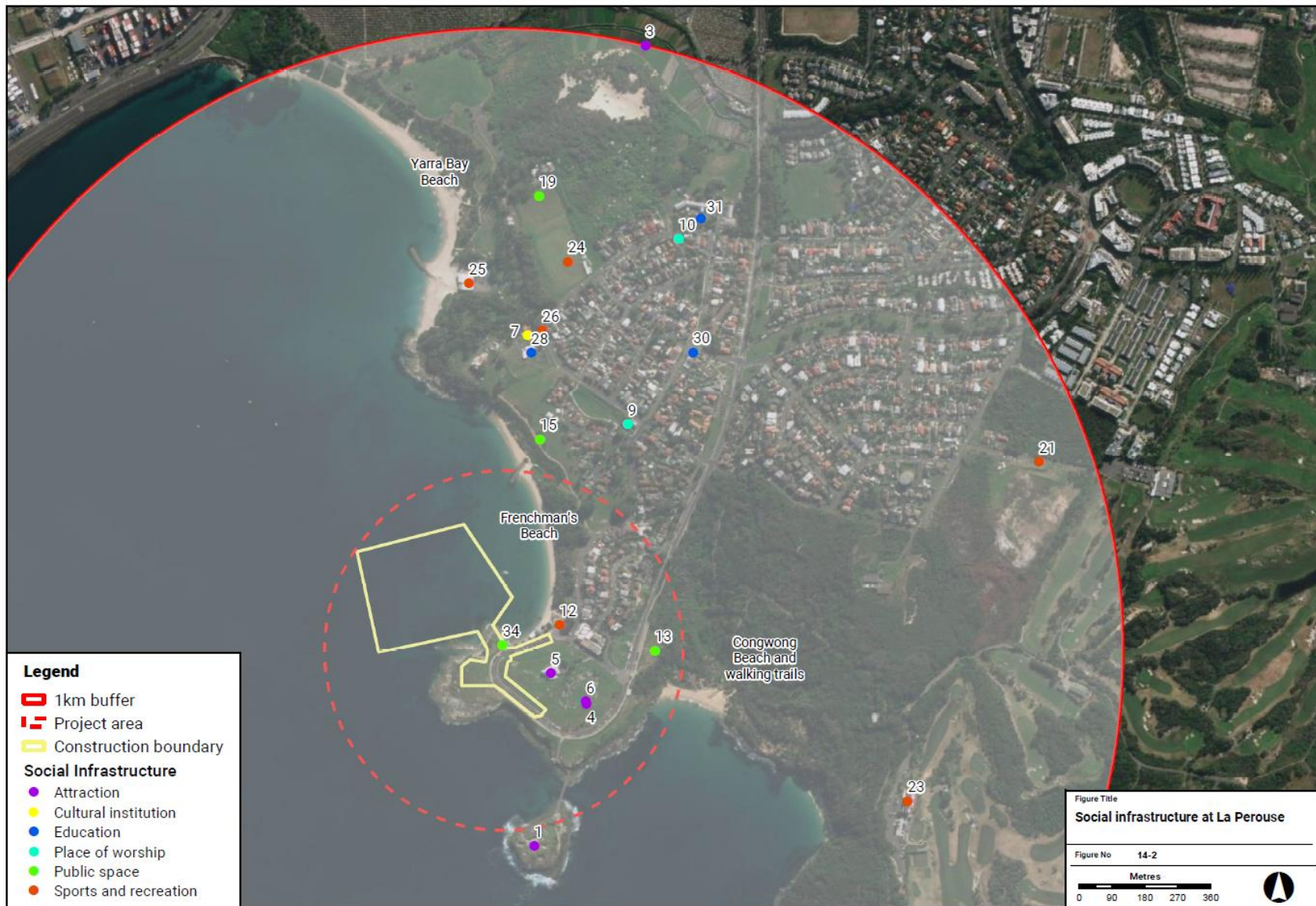


Figure 14-2: Social infrastructure at La Perouse

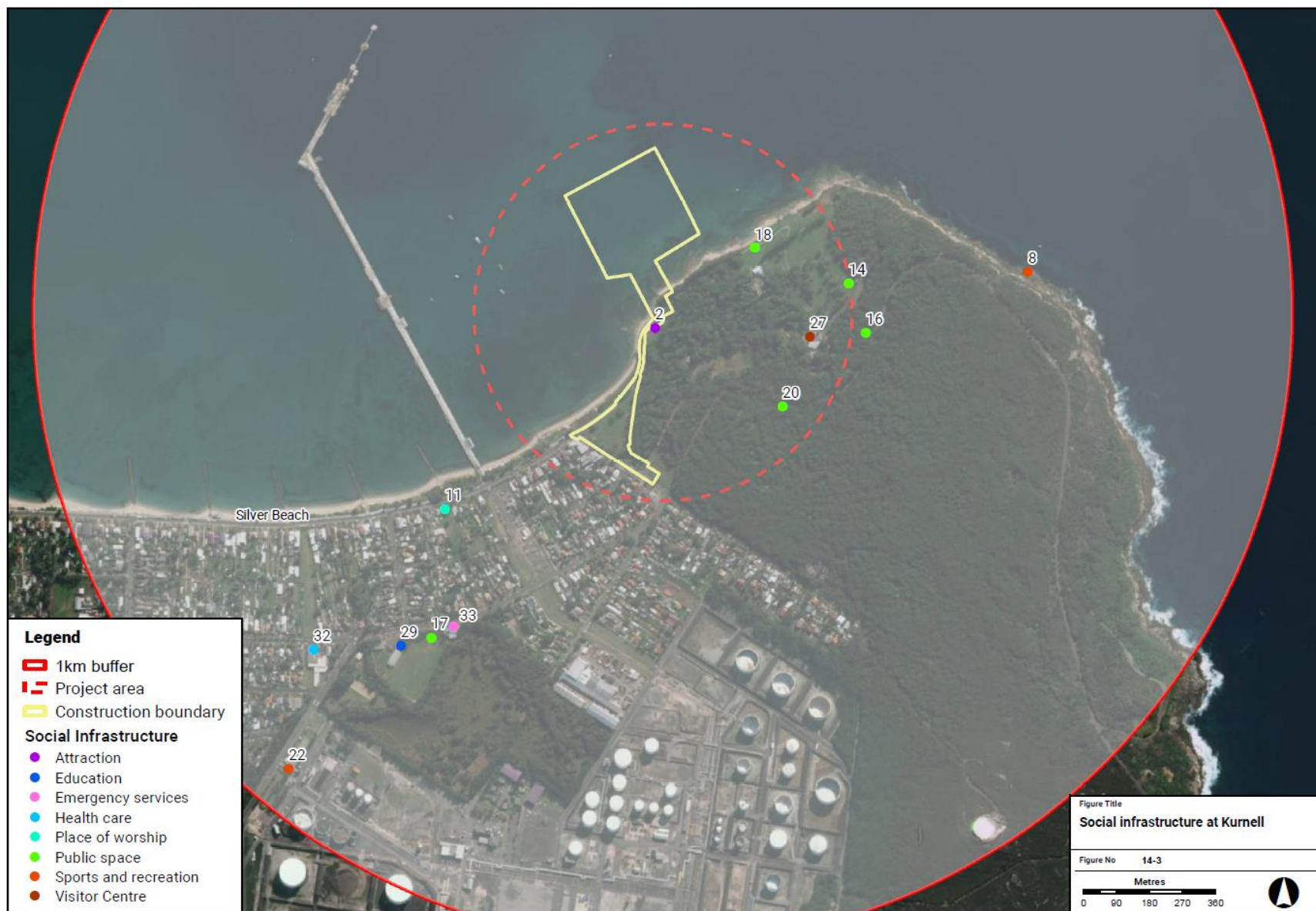


Figure 14-3: Social infrastructure at Kurnell

14.2.3 Social cohesion

Social cohesion is measured by the positive social relationships in the community and can be reflected through participation in voluntary work, community groups, events and other opportunities for interaction and connection. In 2016, about 13.3 per cent of the population within the study area participated in voluntary work which is consistent with the participation rate in Greater Sydney. Both La Perouse and Kurnell have community groups and associations, particularly the La Perouse Local Aboriginal Land Council who are very active in the community. In addition, La Perouse Museum promotes social cohesion by hosting small events and tours throughout the year, including the Blak Markets. The market allows local Aboriginal artists the opportunity to engage with the wider community and sell artworks and other handmade goods.

There is currently limited connection and cohesion between the two sides of Botany Bay due to the travel difficulties between the two areas. There would have been stronger cohesion between La Perouse and Kurnell when the ferry service operated intermittently up until 1974. Given the historic importance of La Perouse and Kurnell, re-establishing this connection would improve cohesion and improve access to Country for the Aboriginal community.

14.2.4 Community values

A review of community plans for Randwick and Sutherland local government areas provide an indication of community values. Drawing on the aspirations and themes set out in these two documents, the following values are important to the community:

- Addressing the needs of, and respecting and supporting the local Aboriginal communities within the study area
- Acknowledging the connection of Aboriginal communities to the project areas, and their important role in history
- Enhancing connectivity and accessibility across the communities, through public transport and other service provision
- Support health and wellbeing, of the community and a high quality of life, with a focus on liveability
- Support the local economy and a prosperous community
- Respect the beautiful and healthy natural environment.

Community values associated with La Perouse and Kurnell have been identified from community engagement carried out for the project, as described in Chapter 6 (Consultation). Different social groups identified in section 14.2.1 would have different values associated with La Perouse and Kurnell.

Consultation outcomes suggest that amenity and recreation are values that the local community holds in high regard. Both La Perouse and Kurnell provide views and vistas across Botany Bay and host important heritage sites. In addition, both sites provide access to wide variety of recreational activities including, walking and cycling paths, swimming, snorkelling diving, boating and fishing. Protecting local access to open space, views and recreational activities is important to the community so that they can continue to appreciate the amenity of the area and the recreational opportunities it provides.

Concerns raised by the community during consultation indicate what is valuable to the community:

- Concerns that existing congestion issues will be exacerbated by increased number of visitors to the area highlights that the community values access to La Perouse and Kurnell.
- Concerns about damage to the marine environment highlights that the community values maintaining the biodiversity of the area and mitigating environmental impacts.
- Concerns about conflicts with existing recreational and commercial boating vessels and impacts to recreational activities, highlights that maintaining the current use of Botany Bay is important to the community.
- Concerns about impacts to the existing amenity of La Perouse and Kurnell highlight the community value and want to maintain the existing character of La Perouse and Kurnell.

Chapter 6 (Consultation) provides further details of how affected communities and stakeholders expect to experience the project and their concerns about the project.

Aboriginal community values

Engagement responses show there is a strong sense of place and connection to Country associated with La Perouse, Kurnell and Botany Bay for the Aboriginal community.

As part of understanding the Aboriginal communities value associated with the National Park, an Interpretation and Storytelling Plan (Wolfpeak Environment and Heritage, 2020) was developed. The following summarises Aboriginal community values associated with Botany Bay:

The Aboriginal community continue to feel a strong connection to the place and have shared new perspectives on the stories and histories linked to their ancestors. These relate to known events, interaction with Europeans, and the usage of the place. At the same time providing greater acknowledgement of Aboriginal continuation through the colonial period of Australian history into today.

14.3 Assessment of potential impacts

The following summarises the predicted socioeconomic impacts during construction and operation of the project.

14.3.1 Assessment of construction impacts

Property and land use impacts

The project would be constructed on State owned and Crown owned land as described in section 14.2. Transport for NSW will work with applicants of the Aboriginal land claims. There would be no private property acquisition or direct impacts to private property from the construction of the project.

Socio-demographic impacts

An average of 25 construction workers would be required on site each day, with a maximum of 40 workers required during busiest periods. This increase in workers to the area would not result in an influx of workers moving to the area and would not change the existing community profile.

Economic impacts

The project would result in a small positive impact on employment within the study area. The additional 45 full time jobs generated by the project could support employment within the local community. The Aboriginal Participation in Construction (APiC) requirements would be met during the construction phase in accordance with the NSW Government Aboriginal Procurement Policy. Members of the local Aboriginal community could be employed through this process.

Construction activities could impact tourism for the area. Actual and perceived changes in access and amenity may deter people from visiting the area, resulting in reduced expenditure, time spent in the area and patronage for tourism businesses. The restrictions on land and marine areas within the construction boundary and the potential underwater noise restrictions might deter recreational swimmers, snorkelers and divers to the area.

Access to businesses would not be impacted. There may be temporary access diversion required near The Boatshed restaurant at La Perouse when the utilities are installed within the road corridor outside this business. Alternative access would be provided. These impacts would be temporary in nature (about one week) and would not prevent the business from continuing to operate.

Businesses close to the construction areas and haulage routes may experience amenity impacts associated with noise and dust which could result in a reduction of patronage and trade. The temporary reduction in car parking spaces during reconfiguration at La Perouse may take customers and staff longer to find a car park.

There are no commercial fishing operations which occur within the construction boundaries. Therefore the project would not impact any commercial vessel businesses. Abalone gathering and rock lobster trapping would not be able to be carried out within the construction boundaries for the duration of construction. The construction boundaries are located outside of shipping channels. Any construction vessel movements would have to avoid shipping operations (refer to Chapter 12 (Traffic and transport)).

Amenity

As discussed in section 14.2, the community value the amenity and recreational use of the area. Construction activities would cause temporary amenity impacts including air quality, odour, dust, noise, vibration and visual impacts. Most of these impacts would be managed by a Construction Environment Management Plan (CEMP) and sub-plans to minimise and reduce impacts on nearest sensitive receivers. These impacts would cause frustration and annoyance to the local community near the construction areas.

Construction activities would temporarily alter the landscape character and visual amenity. The presence of construction equipment, exposed earth and material stockpiles would reduce the valued landscaped amenity of both sites. This may cause a sense of loss of valued character and impact on the community's ability to enjoy the public space.

Piling would be the loudest construction activity. During piling, the noise may disrupt the amenity and deter people from swimming or walking near the construction areas.

Access and connectivity impacts

Construction activities would generate additional traffic using the road network as discussed in Chapter 12 (Traffic and transport). Traffic modelling indicates that the existing road networks and intersections would maintain the existing level of service and would not cause significant inconvenience to other motorists. Traffic management would be required during reconfiguration of the existing car parking areas at La Perouse and for the delivery of large construction equipment. While impacts on the road network would be limited, residents and visitors may still experience minor delays which could cause frustration.

There would be a temporary reduction in car parking spaces when the car parking areas at La Perouse are reconfigured. This would be for a short duration of about two months. The reduction in parking during this time may temporarily contribute to existing parking constraints and cause frustration to residents and visitors, who might find it takes longer to find a car park. Occasional visitors are likely to tolerate this delay and it is unlikely to deter users from the area.

Social and shared infrastructure

Community infrastructure

There would be no direct access impacts for community infrastructure, including educational and health facilities, community centres or childcare centres. Some of the social infrastructure identified in section 14.2 is located along the haulage routes for the project. As outlined above, there are not expected to be significant impacts on the operation of the road network. Users of these social infrastructure providers may experience slight frustration or annoyance from an increase in heavy vehicle movements during construction.

Aboriginal community infrastructure

There would be no direct impact to the Aboriginal community infrastructure located beyond the construction boundary at either site. More broadly, the National Park has cultural and historical significance for the Aboriginal community. The construction of the project would result in temporary access restriction to the construction areas within the National Park. This may cause a loss of amenity and ability for the local Aboriginal community to enjoy the project area and its surroundings during construction. Specifically, Timbery Reserve which is an important place for the Aboriginal community would have restricted access during construction. This could cause a temporary loss of connection to place and inconvenience.

Moorings

Three existing moorings at La Perouse would need to be permanently relocated prior to construction (refer to Chapter 12 (Traffic and transport)). Where possible, the moorings would be relocated within proximity to their existing position and would be decided in consultation with mooring owners. As such no substantial impacts to mooring access is expected.

Kamay Botany Bay National Park and Botany Bay

Both La Perouse and Kurnell sides of the National Park and Botany Bay itself are important social infrastructure assets for the community.

A maritime navigation exclusion zone would be marked around the construction boundary at La Perouse and Kurnell to restrict access for beach users and recreational swimming, snorkelling, diving, sailing, boating and fishing vehicles entering the marine construction areas. This would cause an inconvenience for recreational beach users, swimmers and vessels closer to the shore at both Frenchmans Bay, La Perouse and Kurnell, but would not restrict access to areas beyond the construction boundary within Botany Bay. Depending on the construction methodology employed for piling, further restrictions within Botany Bay may need to be introduced for recreational swimming, snorkelling and diving due to potential noise impacts from piling. Whilst areas outside the construction boundaries would still be available for recreational use, there would be short-term disruption to the way of life and patterns of the community who use the areas under construction. Visual and noise amenity impacts may also make the area less attractive, limiting the enjoyment of usual recreational activities, particularly marine based activities.

Land based areas within the construction boundary would be inaccessible for the duration of the 13 month construction program. This includes public space and coastal areas at La Perouse Point, and part of the National Park along Monument Track at Kurnell. Monument Track provides access to numerous historical monuments and artwork, as well as access to local beaches. There are other access routes throughout the National Park which would not be restricted during construction. The recreational amenity and user enjoyment for visitors may be impacted due to the inconvenience of having to use an alternative access route.

Utilities

There are no planned changes to existing utility services which service the surrounding community. If any disruptions were required during installation of new utilities to service the wharves, these would be timed to avoid loss of supply during peak periods and in consultation with affected parties. There would be limited access, inconvenience or loss of trade impacts for residents and local businesses.

Community values

Way of life

An important part of life and culture at La Perouse and Kurnell is the recreational use of land and water in Botany Bay. Access restrictions during construction as described above would impact the recreational use of these areas. This may affect the way of life for residents and frequent users of these areas. Visitors to the area may be deterred by the construction activities and could choose to visit different parts of the National Park or avoid the area altogether.

Aboriginal community values and culture

The restricted access to public space, historic sites and areas for recreational activity would impact the ability for the Aboriginal community to carry out cultural practices in these areas. These areas are important to the way of life for the Aboriginal community. This would have a negative impact on community culture and values.

A number of potential opportunities for involvement in the project have been identified through engagement with the local Aboriginal community for the project. These include opportunities to contribute to the design of the wharves, participation of young people in the construction, participation of Aboriginal majority-owned businesses in the construction, and involvement of

Gamay Rangers in monitoring of environmental impacts of construction. As the project develops, opportunities for further community involvement in design and construction activities would be explored to maximise local engagement and inclusion in planning and decision-making processes.

Decision making processes

The project is not expected to impact on existing decision-making processes in place. Through the engagement for the project, Transport for NSW seeks to achieve two-way discussion and develop a long-term relationship with the local community. Feedback from consultation shows a small number of community members are concerned with the decision-making process for the project and there may be some perceived negative impact on decision making.

Fear and aspirations

Feedback from consultation shows the fears and aspirations of respondents. The recreational values of the area are particularly important to the community, and concerns around existing parking, and the potential impacts from the project have been raised consistently by community members. These impacts have been assessed above. Connection to country and Aboriginal cultural values are also of significant importance to the community.

In addition to these fears and aspirations, the community engagement activities have highlighted an important community value in relation to the ongoing protection of biodiversity and the natural environment within the project area. There would be impacts to biodiversity within the construction boundaries, including impacts on sensitive seagrass (refer to Chapter 10 (Marine biodiversity) and Chapter 11 (Terrestrial biodiversity)). Given the importance of biodiversity to the community, it is possible that these impacts would have some resultant socioeconomic impacts.

14.3.2 Assessment of operation impacts

Property and land use impacts

The wharves would be permanently constructed in publicly owned land and would have no impacts to private property or future land use.

Socio-demographic impacts

The operation of the wharves would create a small number of jobs, however this is unlikely to alter the community profile. Given the project is aiming to improve connectivity and attractiveness of the area, there may be an increase in visitors (estimated to be less than 10 per cent above existing), this is unlikely to change the permanent community profile.

Economic impacts

The operation of the wharves and ferry service could increase visitors and increase patronage for local businesses and provide new business opportunities to support increased tourism (such as restaurants, cafes and retail). These businesses may also contribute to a higher employment rate and offer more diverse opportunities for the local community.

The project is expected to result in a positive impact for the tourism industry by improving connectivity to the National Park and enhancing the experience of those who visit the area. Commercial vessels would be able to use the wharves for berthing, which may promote additional waterborne visitor economy services such as boat tours and charters.

The operation of the ferry service and predicted increase in vessels around the wharves would not affect the operation of shipping within Botany Bay. Vessels would still have to give way to shipping movements. Refer to Chapter 12 (Traffic and transport) for further details. Therefore no impacts to the shipping industry are anticipated.

Amenity impacts

The project would increase activity around the wharves. The operation of the ferry service and increased use of boats around the wharves could cause additional air quality and noise impacts. These are assessed in Chapter 20 (Air quality) and Chapter 15 (Surface noise and vibration),

which conclude that impacts would be insignificant in magnitude and negligible in nature. Therefore would not cause adverse social impacts such as on wellbeing or loss of enjoyment of the areas.

The permanent structure of the wharves would change the landscape character and visual amenity of each area. Some existing viewpoints, including La Perouse Museum, Frenchmans Bay, Captain Cook's Landing Place and Prince Charles Parade, would have direct views of ferry vessels and wharf infrastructure. Landscape planting and wharf tie-in designs would be sensitive to these areas to minimise impacts as far as practical. Although the project would be visible from these viewpoints, it is not incompatible with the landscape character as wharves were previously present at La Perouse and Kurnell. These impacts are not expected to change the way in which communities interact with and value the area.

Access and connectivity impacts

Operation of the project may generate additional vehicle traffic on the road network. Traffic modelling shows that there is sufficient capacity within the road network and nearby intersections so as not to degrade the level of service provided on the road network. Perceived increase in traffic congestion may result in frustration for motorists.

As outlined in Chapter 12 (Traffic and transport), the project would provide 13 additional 90-degree angle spaces at La Perouse and car parking would be provided at Kurnell as part of the wider Kamay Botany Bay National Park Kurnell Master Plan upgrade works. Based on demand modelling, this would cater for the additional demand from the project. Therefore additional demand for parking would not result in socioeconomic impacts and the community's usual driving patterns and routines would be maintained. The project would not resolve the existing parking issues which occur on busy days at La Perouse and Kurnell. There is community perception that the project would exacerbate this issue, which could cause frustration and anxiety.

Operation of the project is expected to support and improve community access to recreational activities within the National Park. The new wharf structures would provide berths for commercial, tourism and recreational boats. The wharves would also allow fishing from the wharves.

Improved access between La Perouse and Kurnell would allow access to open space, enhance useability and enjoyment for visitors and residents, and lead to greater quality of life. Improved connectivity may also encourage a mode shift from private vehicles to walking, cycling and public transport use, further improving the way of life for local and visitor communities.

Social and shared infrastructure

The project would not have any direct negative impacts on social infrastructure such as healthcare providers, places of worship or education centres.

The project would provide a new method of travel between La Perouse and Kurnell for both the local community and visitors from Greater Sydney. This would improve access to community infrastructure across Botany Bay. This increased connectivity and access to community infrastructure would enhance the way of life for individuals, improve user enjoyment and increase community cohesion.

There would be no direct negative impacts to Aboriginal community infrastructure.

Modelling from the noise assessment did show that noise from the operation of the ferries may increase background noise levels at the Eastern Zone Gujaga Aboriginal Childcare Centre. This modelling is very conservative, and it is unlikely that any increase in noise levels would be perceptible to most people and would not adversely impact human health.

The project would have a positive social impact of improving connection between La Perouse and Kurnell, which has been identified as an important connection for the local Aboriginal community.

Once operational, there would be no on-going impact to utilities and services which could have social impacts on the community.

Community values

Way of life

Operation of the project would result in the positive social outcome of enhancing the recreational use of La Perouse and Kurnell. As stated above, the project would provide improved access between the two areas of the National Park and new wharf facilities for commercial and recreational vessels. The improved access to recreational activities will maintain and enhance the way of life that the community values so highly.

The wharves are designed to be multi-user berths, which allow public access and use. However, use of the water in and around the wharves and in the path of the ferry berthing/departing would be restricted to ensure safety for all. This would impact recreational users of the water including beach users, swimmers, snorkellers, sailors, divers and boat users at both La Perouse and Kurnell. The operation of the wharves and ferry vessels path would depend on the operator of the ferry service and size of the vessels used. Any exclusion zones during operation would be developed in coordination with recreational user groups and the ferry service operator to minimise access restrictions.

Aboriginal culture and values

Engagement has been undertaken with the local Aboriginal community to understand the potential impacts associated with the use and operation of the wharves. Benefits identified were associated with a stronger sense of identity, particularly for younger members of the community, and through increased access between La Perouse and Kurnell. Reinstatement of the ferry wharves would result in a positive social outcome of helping to restore and strengthen the connection to Country for the Aboriginal community between La Perouse and Kurnell. The operation of the project would support future cultural heritage education and tourism operations within the community. This is evidenced by the La Perouse Local Aboriginal Land Council's strong support for the project, particularly for the multiple cultural and economic opportunities it would bring to the Aboriginal and wider community.

Decision making processes

There would be no impact on decision-making processes once the project is operational.

Fear and aspirations

The community engagement activities have highlighted a number of potential fears and aspirations once the project is operational.

A desire for greater connectivity between La Perouse and Kurnell is a key community value, articulated in a number of strategic planning documents and reinforced through community consultation. Some community members do query the rationale for a ferry connection, noting a need for improved investment in land-based transport connections, and links to other key centres rather than across Botany Bay. While this is noted, there are various benefits which increased connectivity would bring as outlined in Chapter 3 (Strategic justification and project need).

Stakeholders have expressed mixed views regarding the potential impacts of the project upon the local area with regard to its role as a catalyst for change or growth. For some, there is a concern that the project will make the area too easily accessible, resulting in development pressures and impacts to local character. There is a concern that the project will result in increased pressure on what are perceived to be already stretched local services. For others, there is a perceived positive impact associated with the same possible outcome, and the resultant employment and business opportunities associated with increased visitors in the area.

Fears associated with infrastructure and parking pressures have also been expressed by the local community. However, as discussed above, the project is designed to meet any additional car parking demand generated by the project. Perceived negative impacts associated with car parking and traffic conditions could cause anxiety and frustration for the local community.

14.4 Environmental management measures

Social actions for the project would address both positive and negatives social impacts in the form of management measures. Measures to minimise impacts such as noise, vibration, traffic, air quality and visual amenity are addressed in the other impact chapters and have not been included here. Table 14-3 lists measures to management socioeconomic impacts specifically.

Table 14-3: Environmental management measures for socioeconomic impacts

Impact	ID	Environmental management measure	Responsibility	Timing
Aboriginal land claims	S1	Transport for NSW will consult with Aboriginal land claimants that will be impacted by the project to resolve any outstanding claims.	Transport for NSW	Pre-construction
Access restrictions	S2	Private property access will be maintained. If any temporary access restrictions are needed, those affected will be consulted in accordance with the CLIP.	Contractor	Construction
Employment opportunities over the project's life	S3	A Skills and Employment Strategy will be prepared setting out how the project will promote opportunities for upskilling and training of the local workforce during construction and operation. The strategy will promote and include employment particularly for people with a disability, Aboriginal people, the unemployed and other vulnerable groups. The strategy will include a target for local employment and skills attainment that could be used to monitor success of implementation. The strategy will align with the NSW Government Procurement Board Direction Skills, training and diversity in construction and the NSW Government Policy on Aboriginal Participation in Construction.	Contractor	Pre-construction, construction and operation