

Kamay Ferry Wharves

Project Fact Sheet

What is happening?

The two peninsulas form the entrance to Botany Bay and contain a rich array of historical, cultural and environmental value. They are places of historical and cultural importance for all Australians, with Aboriginal cultural sites dating back thousands of years. Kurnell is the first meeting place between Aboriginal peoples and the crew of the Endeavour in 1770.

The NSW Government proposes to reinstate ferry wharves at La Perouse and Kurnell. A ferry service operated between the two places from the late 1890s until 1974 when severe storms damaged the wharves.

Reinstating wharves at La Perouse and Kurnell has been considered at various times since 1974. Most recently in 2016, Transport for NSW completed a [Feasibility Study](#)¹ into the viability of reinstating the wharves. The study concluded that reinstating the wharves would provide numerous benefits for La Perouse, Kurnell and wider Sydney.

Subsequently, in 2018 the Office of Environment and Heritage (now the Department of Planning, Industry and Environment) completed the [Kamay Botany Bay National Park, Kurnell Precinct Master Plan](#)² (Master Plan) which 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.'

On 28 April 2018, the Prime Minister and Federal Treasurer announced \$50 million in funding towards Stage 1 of the Master Plan with contributions coming from both the Federal (\$25 million) and NSW (\$25 million) Governments. Stage 1 of the Master Plan includes the re-establishment of the wharves at La Perouse and Kurnell.

TfNSW has established a project team to undertake the planning, design, environmental assessment, and proposed construction of the La Perouse and Kurnell wharves and associated infrastructure.

In addition to the wharf structures there are plans to include facilities to support the operation of the wharves including additional car parking and drop off zones (with provision for disability access), sheltered passenger waiting areas, lighting, and other ancillary items such as ticketing and security provisions

¹ <https://www.transport.nsw.gov.au/sites/default/files/media/documents/2017/ferry-wharves-la-perouse-kurnell-feasibility-study-report.pdf>

² <https://www.environment.nsw.gov.au/research-and-publications/publications-search/kamay-botany-bay-national-park-kurnell-master-plan>

Expected Benefits

Reinstating the wharves at La Perouse and Kurnell is expected to provide the following benefits:

- Significant cultural, health and economic benefits to local Aboriginal people providing a meaningful step towards reconciliation at the location of the first Meeting Place.
- Creation of active transport alternatives facilitating mode shift away from private vehicle use and consequently a net reduction in carbon emissions.
- Enabling realisation of the Kamay 2020 Masterplan objectives and benefits through an improved sense of arrival and increased visitation at both sides of the Kamay Botany Bay National Park.
- Improved access for recreational fishers and public amenity.
- Provides the missing link for walking and cycling routes around Botany Bay and along the coastline.

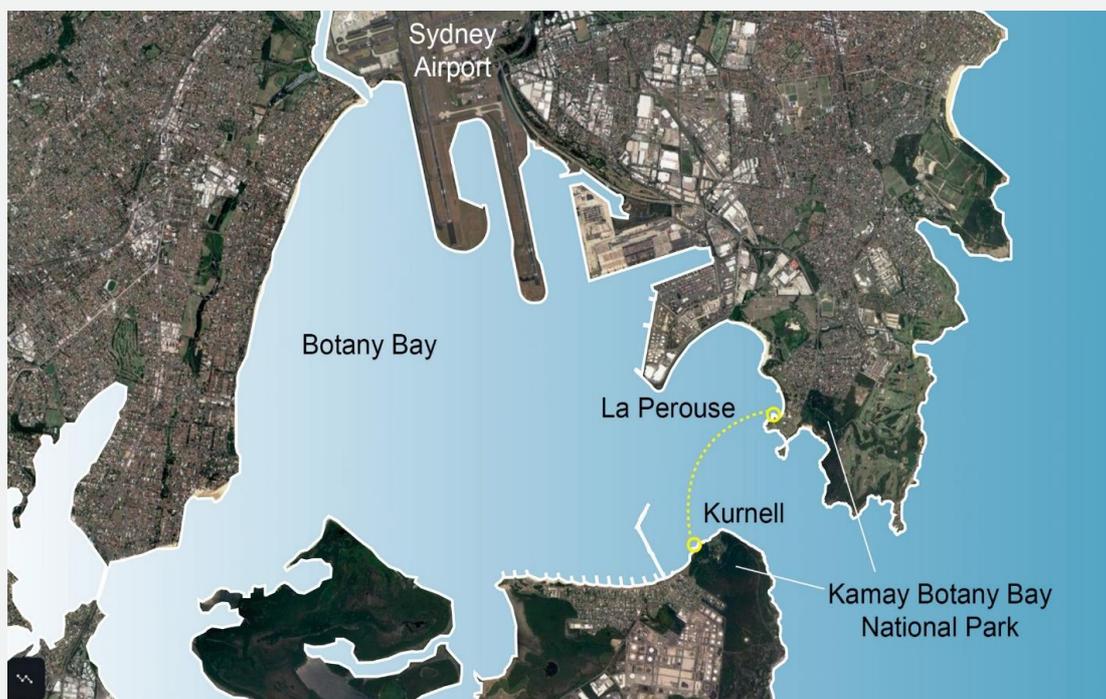
- Improved access and facilities for recreational vessels.
- Activation of investment opportunities leading to the creation of jobs and wider economic benefits, in particular to the construction, tourism and hospitality sectors.

Potential Users

The primary use is expected to be a ferry service for visitors to the area, and by the local community, for cultural and recreational purposes.

Commuters are a potential secondary user 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.

The wharf infrastructure would also be available for short-term use by non-ferry commercial vessel operators (such as whale watching vessels) and will be available to community members including recreational boat users and fishers.



Location of the proposed sites of the La Perouse and Kurnell wharves

Planning Approval Pathway and EIS

The project is being assessed by the Department of Planning, Industry and Environment (DPIE) as State Significant Infrastructure (SSI). Any approval with conditions will be provided by the Minister for Planning and Public Spaces under Part 5 of the *Environmental Planning & Assessment Act 1979* (EP&A Act).

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

The scoping report has been made public on the DPIE website and outlines that Transport for NSW has made an application via this approval pathway given the potential for significant impacts on biodiversity, Aboriginal heritage and non-Aboriginal heritage. Where possible we will provide information about these and other topics prior to the public exhibition of the EIS.

You can view both the Scoping Report and SEARs at <http://www.planningportal.nsw.gov.au/major-projects/project/34291>

A range of environmental impacts are being assessed for the EIS, including: biodiversity, Aboriginal heritage, non-Aboriginal heritage, maritime archaeology, construction activities, traffic, hydrology, groundwater, noise and vibration, socio-economic, landscape and visual, contamination, coastal processes, climate change, air quality and cumulative impacts.

Site investigations are being completed to inform the EIS assessments.

Design Development

The design of the replacement wharves and associated infrastructure has been progressed to a concept level, building on work and community input to date.

Design development to date has been informed by:

- site constraints and opportunities mapping including environmental constraints.
- early feedback from potential infrastructure contractors and users.
- baseline site investigations/surveys including for land, seabed, overwater, traffic and parking.
- review of potential end-user requirements.
- technical coastal modelling studies and assessment of vessel motions at berth.
- the identified suitable locations and design options for those locations
- architectural and urban design opportunities
- constructability.

The proposal to reinstate the wharves at the historical locations was based on an options assessment considering multiple factors including accessibility, proximity to the National Park, operational requirements, and environmental sensitivities.

The design is yet to be finalised considering the stakeholder end-user requirements and further assessment of engineering and architectural options.

Further technical studies and geotechnical investigation and engagement with the community will inform the further design development.

Stakeholder and Community Consultation

We will continue to actively and respectfully engage with stakeholders including community members as the project progresses.

The current engagement is further to that undertaken for the 2016 Feasibility Study, and includes the following activities that are already underway:

- Regular notifications – updates on the project progress and information about site activities (emails, newsletters, letters, doorknocks, advertisements)
- “Your Say Kamay Ferry Wharves” online portal to gather stories, surveys and feedback and provide information.
- Online community information sessions, briefings and events
- Targeted engagement with key stakeholders and interest groups
- Formal public display of the Environmental Impact Statement (EIS)

The team will continue to engage through the development of the Environmental Impact Statement (EIS) and during the project delivery stages.

Contact Us

Information about the project will be posted and updated at:

<https://yoursay.transport.nsw.gov.au/kamay-ferry-wharves>

Currently on this site you can:

- Complete a survey to tell us more about your previous and potential future use of the wharves and ferries.
- Share your story or a story that you have heard about the value of the wharves and the ferry in the past when they existed.

If you have any questions or would like more information on the Kamay Ferry Wharves project please contact our project team:

Phone:

1800 228 554

Email:

kamayferrywharves@transport.nsw.gov.au

Website:

www.rms.nsw.gov.au/projects/kamay-ferry-wharves/index.html

Post:

Kamay Ferry Wharves Project, c/o Arup,
Level 5, 151 Clarence Street, Sydney, NSW,
2000

Kamay Ferry Wharves



Indicative plan of the proposed Kurnell wharf footprint
(note: design development is still in progress)



Indicative plan of the proposed Kurnell wharf footprint
(note: design development is still in progress)

Kamay Ferry Wharves



Indicative visualisation perspective of the proposed wharf at the La Perouse site
(note: design development is still in progress)



Indicative visualisation perspective of the proposed wharf at the Kurnell site
(note: design development is still in progress)