



Director - Transport Assessments, Planning and
Assessment
Department of Planning, Industry and
Environment,
Locked Bag 5022
PARRAMATTA NSW 2124

26 August 2021

Ref No: F2021/01408

Attachment : D04287616

Dear Sir/Madam,

RE: KAMAY FERRY WHARF PROJECT SSI-10049

Thank you for the opportunity to make a submission to the public exhibition of the Environmental Impact Statement (EIS) for the State Significant Infrastructure (SSI) Application for the Kamay Ferry Wharf project.

At the Council meeting on 24 August 2021, Council resolved to object to the Kamay Ferry Wharf Proposal for the following reasons:

- a) the development does not align with the vision, values and objectives of the Randwick City Frenchman's Bay Plan of Management;
- b) the Business Case as outlined in the EIS is not supported with sufficient evidence
- c) a lack of conviction that there will not be negative impacts on the marine environment and shorebird habitat;
- d) likely operational pollution as well as exclusion zone impacts on the amenity of Bay and Beach users such as fishers, divers, snorkelers, kayakers, kite surfers, paddleboarders, swimmers; and
- e) the size of the proposed ferries and the proposed wharf;

A copy of Council's resolution is attached for your information and necessary action.

Council advises that it believes that sufficient concerns exist to warrant that the proposal in its current form cannot be supported. Notwithstanding this position and following a review of the project Council provides the following comments in relation to key issues arising from the project:

Traffic and Parking

The introduction of a new ferry service between Kurnell and La Perouse may meet the needs of some commuters and will be an additional recreational facility for many. The concerns about such a service do not relate, so much, to any Mon-Fri commuter demands. The major concerns relate more so to the induced parking demand which may arise from the recreational use of the ferry service. This demand is difficult to quantify and to properly understand.

It is acknowledged that the current parking demand at La Perouse, at the height of summer, is significantly greater than the parking supply. Parking demand is super-saturated, resulting in many motorists circulating looking for parking. At other, less peak, times, there are often parking spaces available.

The proposed provision of an additional 13 parking spaces is acknowledged, however, it is not understood how this number was arrived at and how it will meet the demand for parking associated with people who drive to La Perouse, solely to take the ferry. Table 15 of Appendix K, and the associated statements, indicate that there will be no additional inbound or outbound trips occurring in either the weekday or weekend peak periods. This statement seems incongruous as compared to the business case estimation of 149,600 annual ferry passengers for the design year of 2036. Even if this maximum number was to be halved (indicating half of the passengers will be boarding from La Perouse and half from Kurnell) and then was evenly split over each day of the year (weekends & weekdays – with no peak days suggested) there would still be some 340 passengers boarding from La Perouse each day. It is not understood how zero figure is arrived at. Further explanation of this advice is required.

The details of the suggested line marking delineation proposed along the Anzac Parade parking loop road (to help mitigate the existing congestion arising from the one-way loop arrangement) have not been provided (Appendix K, Page 2). It is unclear as to what arrangements could be made to improve the current situation. Randwick Council requires detailed plans and supporting documentation to better understand what is proposed by these suggested changes. An understanding of agency ownership, maintenance and legal / insurance responsibilities is required with regard to the proposed new paths and / or parking arrangements.

Recommendation: Council request that, in its Response to Submissions, TfNSW is to demonstrate:

- How the project meets the demand for parking associated with people who drive to La Perouse, solely to take the ferry.
- How the project indicates that there will be no additional inbound or outbound trips occurring in either the weekday or weekend peak periods as per the assessment in Table 15 of Appendix K, and the associated statements.
- How the suggested line marking delineation proposed along the Anzac Parade parking loop road helps to mitigate the existing congestion arising from the one-way loop arrangement as per the advice in Appendix K, Page 2. It is unclear as to what arrangements could be made to improve the current situation.

Council requests that TfNSW provides a further transport and parking analysis report to giving greater clarity regarding the likely impacts which the proposal will have upon the local community and local area having regard to the issues raised under the Traffic and Parking section above.

Impact on Heritage Values

A Statement of Heritage Impact (SHI) has been prepared to essentially assess the impacts of the project on the heritage significance of contributing elements within the project area. It is noted that the SHI finds that the heritage impacts have generally been assessed as being negligible to minor in relation to the present condition of the heritage items in La Perouse and Kurnell. However, the SHI has raised the potential for archaeological impacts in the La Perouse Headland, Yarra Bay and Frenchmans Bay. The SHI has assessed these archaeological impacts and provides recommendations and mitigation measures to help mitigate and manage the potential impacts to listed heritage items and archaeological sites. These measures deal with a comprehensive range of potential impacts in relation to requirements and controls in relevant CMPs, Master Plans and Heritage Management Plan, design, heritage induction, photographic archival recording, moveable heritage register, heritage protection zones and barriers, vibration impacts, significant vegetation, archaeological management, archaeological research design, aboriginal archaeological

management, heritage interpretation strategy, consultation with relevant stakeholders, oral history and design changes.

The SHI also includes a requirement for the preparation of a Heritage Interpretation Strategy (HIS) to guide any interpretive installations proposed in the wharf construction and associated landscape works as identified in existing Conservation Management Plans (CMPs) and heritage studies. Council supports the preparation of the HIS which should also consider the results of all archaeological investigations carried out as part of the project in view of the potential for archaeological impacts in the La Perouse Headland, Yarra Bay and Frenchmans Bay.

Recommendation: It is recommended that the mitigation measures identified in page v to xi of the Statement of Heritage Impact be included as conditions of any approval for the project. Additionally, it is recommended that a condition of approval be included requiring the preparation of a Heritage Interpretation Strategy (HIS) to guide any interpretive installations proposed in the wharf construction and associated landscape works as identified in existing Conservation Management Plans (CMPs) and heritage studies, and that the HIS also consider the results of all archaeological investigations carried out as part of the project.

Aboriginal and Non-Aboriginal Archaeology

Council acknowledges the effort made through the use of hand dug shallow test pit to identify potential items of heritage significance in the ground as referred to in the Aboriginal and Non-Aboriginal Archaeological Test Excavation Report. However, it is noted that only a portion of the testing program was completed due to the identification of contaminated material (asbestos) and non- Aboriginal archaeological resources (Old Wharf Road).

Council supports the requirement that further archaeological management be implemented in the revised extent of the Low Potential Archaeological Deposit (PAD) and rock engravings at La Perouse as referred to in the Aboriginal and Non-Aboriginal Archaeological Test Excavation Report. The EIS advises that a salvage program and archaeological supervision during construction in these areas would help to avoid impacts on Aboriginal heritage. The likelihood of indirect impacts from vibration activities would be reduced through adopting safe working distances and vibration monitoring.

Additionally, the La Perouse Headland CMP and historical overlays indicated that any excavations in previously undisturbed grounds on the headland have the potential to encounter and impact evidence of the French stockade and garden. The Test Excavation Methodology recommended that the Aboriginal heritage test excavation program be monitored for the presence of significant remains associated with the French Stockade and Gardens.

Recommendation: Council requests that the measures for managing impacts of excavation and construction works in and close to areas containing Aboriginal and Non-Aboriginal Archaeology in La Perouse and Kurnell as identified in the Aboriginal and Non-Aboriginal Archaeological Test Excavation Report be included as conditions of any approval for the project.

Aboriginal cultural heritage

Council notes that the Aboriginal community of La Perouse have an unbroken cultural and spiritual connection to the land and to the waters of Kamay Botany Bay for over 7,500 years.

The EIS advises that Aboriginal community input into the landscape design of the wharf meeting area at La Perouse has involved consultation with the Timbery family and the La Perouse Aboriginal Land Council. Council recommends that the La Perouse Aboriginal community; the La Perouse Aboriginal Land Council; registered Aboriginal parties and the National Parks and Wildlife Service should continue to be engaged in ongoing consultation in relation to the proposal. To keep consultation current, it is recommended that the registered Aboriginal parties should be sent an update on the project at least every six months.

The Aboriginal Cultural Heritage Assessment Report provides general recommendations and specific recommendations for the La Perouse and Kurnell construction boundary. These recommendations which cover site induction, further reporting, consultation, updates, unexpected finds, protective and mitigative measures, are supported by Council and should be adopted as conditions of any consent for the project.

Council also suggests that the La Perouse Local Aboriginal Land Council should provide a cultural heritage induction to all workers on-site prior to the commencement of any construction works. In this regard, the ability to appreciate Aboriginal cultural heritage in the construction process could be further promoted and enhanced if there was a possibility of suitable members of the local Aboriginal community being recruited for jobs in the construction and operation of the proposed wharf.

Recommendation: It is recommended that all general recommendations and specific recommendations contained in the Aboriginal Cultural Heritage Assessment Report for the La Perouse and Kurnell construction boundary which cover site induction, further reporting, consultation, updates, unexpected finds, protective and mitigative measures, be included as conditions of any approval for the project. It is further recommended that all registered Aboriginal parties in the La Perouse and Kurnell area be sent an update on the project at least every six months to ensure that consultation with these parties remain current. In addition, Council requests that a heritage management plan covering provisions for protecting Aboriginal heritage and culture be incorporated into the project Construction Environmental Management Plan. Alternatively, a standalone Construction Heritage Management Plan should be prepared to address all heritage matters including Aboriginal cultural heritage. Exposed Aboriginal midden sites along the southern coastal fringe of Frenchman's Bay, adjacent to the Ferry access works should be identified in the heritage management plan as these are very fragile and need to be protected as part of the proposed works. Council also requests that the La Perouse Local Aboriginal Land Council be engaged to provide cultural heritage induction to all workers on-site prior to the commencement of any construction works

Heritage Interpretation

It is noted that the design of the wharf and landside areas have been prepared in consultation with local Aboriginal stakeholders, and opportunities have been identified for Aboriginal designers and artists to incorporate cultural motifs into the architectural details of the wharf (including waiting area) and landside area. The ongoing consultation and involvement of Aboriginal stakeholders should be maintained to ensure these public art and interpretation opportunities are integrated into and lead the detailed design outcomes where appropriate.

Additionally, any interpretation installed for the project should also link to recent heritage and history of the La Perouse area including the La Perouse Museum, the social history of the La Perouse area, and themes and features around the Ferry's history. Ferry users should be informed of this connection as part of their experience and greater appreciation of the Headland as whole.

A Heritage Interpretation Strategy (HIS) should be prepared for the project in consultation with Council and NPWS to guide the incorporation of Aboriginal and non-Indigenous heritage interpretation, such as displays and panels, into the project design.

Recommendation: It is recommended that provisions be made in any consent for ongoing consultation and involvement of local Aboriginal stakeholders to ensure that cultural motifs continue to be incorporated and maintained in the architectural details of the wharf and associated public art. It is also recommended that the Heritage Interpretation Strategy (HIS) for the project be prepared in consultation with Council and NPWS to guide the incorporation of Aboriginal and non-Indigenous heritage interpretation, such as displays and panels, into the project design. Furthermore, Council requests that the HIS incorporates the recent heritage and history of the La

Perouse area including that of the La Perouse Museum; the social history of La Perouse area, and themes and features around the previous Ferry's history.

Land details

Council has a lease over the La Perouse headland up to the Anzac Parade loop road from National Parks and Wildlife Service. The proposal involves the establishment of construction compound area(s) in the lease area which will require consultation with Randwick Council.

Recommendation: It is requested that further engagement with Randwick Council be undertaken in relation to, among other things, the necessary requirements and processes for the construction compound area, and making this area good following completion of construction works.

Structure Design

The wharf structure, in particular the roofed waiting area has been designed to appear lightweight with open sides. The detailed design and materials of the wharf structure will be important in achieving an outcome that reduces the visual impacts on the landscape as much as possible. Materials that are non-reflective and give a lightweight appearance are supported including for elements comprising the waiting area and balustrades.

The design of the waiting area is supported from a visual impact point of view, however a question arises as to whether this will provide adequate weather protection for its purpose. If increased weather protection is required in the future, this might result in ad hoc additions that are not properly integrated.

It is noted that the wharf might be used for commercial charters including whale watching. In order to maintain and protect the visual and landscape character of the area, temporary or permanent ticket booths should not be permitted on or near the ferry terminal for these types of commercial activities.

Recommendation: It is recommended that the waiting area of the proposed wharf be designed to provide adequate weather protection. Additionally, Council requests that provisions be made in any consent to minimise the use of ad hoc structures such as ticketing booths, kiosks, and the like on the proposed wharf.

Wharf infrastructure

Council notes from the Coastal Processes Memorandum prepared by Cardno that the proposed wharves would be constructed as deck-on-pile structures and that the open structure would not affect tidal movement into and out of Botany Bay and would have no effect on coastal processes in the area.

The wharves at La Perouse and Kurnell have been designed to avoid coastal inundation and wave overtopping for typical coastal conditions based on the assessment in the Coastal Modelling Report of Appendix T (Coastal Processes Memorandum). This would ensure safe public access for wharf users. The wharves are designed to accommodate a ferry service in all-weather except extreme storm events.

Council notes that the ferry service would be cancelled during extreme storm events; namely those that would only statistically occur once a year or less and that this is standard practice for Ferry services and would ensure that only safe public access is provided. Alternative public transport provisions should be considered at these times.

Council notes that ferry facilities at both sites were damaged by the May 1974 storm that were associated with an east coast low and an estimated wave height of 2.7m (AHD). Council notes that a similar event associated with an east coast low occurred in June 2016 with an estimated wave height of 2.2m. In this regard, Cardno recommends that an air-gap of 0.3m be adopted in fixed structure design but does not indicate how this air-gap performs in relation to these major east coast low storm/swell events which are known to impact on the project's wharf locations.

Recommendation: Council requests confirmation in the Coastal Processes Memorandum that the air-gap of 0.3m recommended by Cardno in the fixed structure design of the proposed wharf is capable of withstanding east coast low storm/swell events as experienced in 1974 and 2016 which are known to occur in the bay surrounding the proposed wharf. Council also requests that alternative modes of transport be provided in the event that the Ferry service is cancelled during extreme storm events

Energy Efficiency

The Sustainability chapter in the EIS states that the design (of the proposed wharves) has allowed for "future provisions for renewable energy integration". No specific details are provided in the EIS to support the realisation of this objective. Council notes that there is a commitment that both the construction and operation of the proposed wharves will comply with the NSW Government Resource Efficiency Policy (GREP). Details on how this would be achieved in the design, construction and operation of the wharf should be systematically detailed and outlined.

Recommendation: Council requests that the project comprehensively adopts green energy initiatives in the design and operation of the proposal by providing technical details for achieving future provisions for renewable energy integration. Additionally, it is recommended that strategies and actions to achieve compliance with the NSW Government Resource Efficiency Policy be systematically detailed and outlined as conditions of consent for the project.

Marine Biodiversity

Council notes the EIS statements that the project has been designed to minimise impacts on seagrasses at both La Perouse and Kurnell and that surveys were carried out to confirm the presence of species within the marine environment. From the material submitted, seagrass on the La Perouse side is patchy and found in the soft sediment, particularly in deeper areas. Sea grasses are found more extensively on the Kurnell shoreline. Council requests that design changes be made to avoid impacts on sea grass. The proposal states that a draft Biodiversity Offset Strategy is being prepared to address/mitigate environmental impacts on marine life. The Strategy will include details of the transplanting of seagrass from areas affected by the proposed wharf to other areas within Botany Bay and the installation of artificial habitat structures to provide refuge for marine species like the weedy sea dragon during construction and operation. A section of the Wharf jetty at the berthing end of the structure is proposed to be made of fibreglass and reinforced plastic mesh to enable light penetration and seagrass growth under this section of the decking. These initiatives are environmentally beneficial and are supported. It is recommended that conditions be included requiring the Biodiversity Offset Strategy to be prepared by a qualified marine biologist and that Council be provided the opportunity to review and comment on the draft Biodiversity Offset Strategy prior to it being finalised.

Council suggests that efforts to relocate sea grasses from the La Perouse area should be focussed in the Frenchmans/Yarra Bay area to maintain sea grass habitat in the northern side of Botany Bay. In the instance that a suitable site cannot be found in these locations in the near shore areas of the Randwick LGA, Council suggests an alternative site may be identified in the Penrhyn Estuary area off Foreshore beach in Bayside LGA which would also help to maintain important sea grass habitat on the northern side of Botany Bay. Furthermore, the potential destruction of sea grass may impact

on the abundance and habitat of fish species in Botany Bay and Council requests that this be addressed as part of the Biodiversity Offset Strategy.

Council also suggests that the marine offset strategy should investigate the re-establishment of a colony of Crayweed (*Phyllospora comosa*) on the existing rocky reef to the south of the wharf structure. This species once formed dense beds on shallow reefs all along the Sydney coastline and may be suitable for reestablishment in this area where other sea grasses may not be suited. A viable Crayweed colony has been reestablished in rocky reef areas of Long Bay at Malabar by the Sydney Institute of Marine Science (SIMS).

Council is concerned about potential impacts of sediment dispersal during construction activities such as piling and the impacts this may have on the nearby sea grass beds and sensitive marine biodiversity. Council notes that a large number of piles are required at both sites to support the access jetties and that the Cardno memorandum states that this process will displace/disturb the bottom sediments and thereby lead to the production of suspended sediment plumes.

Contrary to the Cardno report, Council suggests that silt curtains be investigated for use throughout piling and sediment disturbing construction activities to minimise impacts to mitigate impacts of sediment dispersal and seagrass smothering. It should be noted that silt curtains were extensively used around construction zones in the Port Botany Expansion project in 2009 to reduce impact on the retained seagrass along Foreshore Beach and are a proven method to minimise sediment dispersal from disturbance activities.

Council is concerned that with the removal of the swing moorings that this may lead to a greater number of boats anchoring in the seagrass beds along Frenchman's Bay in peak summer weekend periods. It has been suggested that some sea grass friendly moorings could be installed in the area to replace existing moorings and to offset potential damage from increased day tripper boat visitations that the ferry Wharf project may encourage.

The wharf will attract recreational fishing to this environment which otherwise has been relatively protected from these impacts. Council recommends that mitigation measures be investigated to minimise these impacts.

Council also suggests that the application of Seabins at this location be investigated for feasibility to minimise impacts of litter generated from the wharf on the surrounding environment. Seabins are a relatively new technology have been extensively used in Sydney Harbour (20+ units) at various locations including the Rose Bay wharf, to remove macro and micro plastics from the marine environment by filtering ocean water.

By working 24/7 to remove marine debris and surface pollutant the sea bin catch bag filter for both macro and micro floating waste including microplastics smaller than 1mm in size.

Council suggests that the installation of a Seabin and associated operating infrastructure be investigated to determine if such a facility would be suitable at the location could assist in the control of any potential wharf generated marine debris and help mitigate these impacts from the proposal on the local marine environment.

Recommendation: It is recommended that conditions be included requiring the Biodiversity Offset Strategy to be prepared by a qualified marine biologist and that Council be provided the opportunity to review and comment on the draft Biodiversity Offset Strategy prior to it being finalised. The Strategy should also address potential impacts on the abundance and habitat of fish species in Botany Bay, resulting from the destruction of sea grass. Council requests that this be addressed as part of the Biodiversity Offset Strategy Furthermore, Council requests that design changes be made to avoid impacts on sea grass. Importantly, the Marine Offset Strategy for the project should prioritise the relocation of seagrass within the Frenchman's/Yarra Bay area to the northern side of Botany Bay to maintain sea grass habitat within. In the instance that a suitable site cannot be found in these locations in the near shore areas of the Randwick LGA, an alternative site be identified in the Penrhyn Estuary area off Foreshore beach in Bayside LGA.

Further to this, Council requests that the re-establishment of a colony of Crayweed (*Phyllospora comosa*) should be investigated and undertaken on the existing rocky reef to the south of the wharf structure as part of the Offset Strategy. Additionally, Council requests that the use of silt curtains throughout piling and sediment disturbing construction activities be applied to minimise impacts of sediment dispersal and seagrass smothering during construction. It is recommended that mitigation measures to minimise impacts on the marine environment surrounding the proposed wharf structure be included as conditions of consent including the installation of tackle bins on the wharf structure to encourage fishers to appropriately dispose of unwanted tackle items to minimise impacts on marine life from discarded fishing paraphernalia such as fishing lines. Council requests that the installation of a Seabin and associated operating infrastructure be investigated to determine if such a facility would be suitable in the control of any potential wharf generated marine debris to help protect the local marine environment. Council also requests that the use of sea grass friendly moorings be used in Frenchmans Bay to replace existing moorings and to offset potential damage from increased day tripper boat visitations that the ferry wharf project may generate. As the wharf potentially will attract recreational fishing to the bays around the wharf, Council recommends that mitigation measures be investigated to minimise impacts from fishing.

Terrestrial Biodiversity

Council notes that the Terrestrial Biodiversity Assessment identified predation by the European Red Fox as a key threatening process to threaten species recorded for the area.

The development site is a well-known location to be visited by European Red Fox, which are attracted to the area by visitors eating takeaway foods and picnicking. Council is concerned that the proposed safety lighting of foreshore areas may result in increased predator activity, particularly on shorebirds such as the endangered Pied Oystercatcher and Vulnerable Sooty Oystercatcher.

The new Commonwealth National Light Pollution Guidelines for Wildlife January 2020 state that the indirect effects of artificial light can be detrimental to threatened species and provides guidelines for designing and developing sensitive permanent lighting in environmentally sensitive areas.

Recommendation: Council requests that the new Commonwealth National Light Pollution Guidelines for Wildlife January 2020 be utilised to develop a sensitive permanent lighting design to minimise light spill and reduce the risk of predation on threatened species in the area.

Wayfinding

Council notes that there are currently no details on signage/wayfinding included for the proposal. Council recommends that a signage/wayfinding plan should be prepared in consultation with relevant stakeholders and be consistent with existing signage within the National Park.

The La Perouse Museum Upgrade project being undertaken by Council will have branded wayfinding in the museum and across the Headland, which will be informed by a Headland Interpretation Plan. Council is willing to work with Transport NSW to ensure that the two wayfinding strategies are consistent and can be integrated efficiently.

Given there will be no toilets included as part of designs, a wayfinding strategy to direct patrons to toilets located at top of loop and at Frenchman's Bay Reserve are important. Please note that Council does not have the capacity for Ferry users to use the Museum's limited toilet facilities as a public convenience.

Recommendation: It is recommended that a condition of any approval be included for the provision of a signage/wayfinding plan prepared in consultation with relevant stakeholders and consistent with existing signage within the National Park to provide direction to services and facilities in the La Perouse Headland including existing toilets.

Thank you for the opportunity to comment on this proposal. The proposed mitigation measures recommended by Council in this submission should be considered as conditions of consent for the project.

Should you have any questions regarding this submission please contact Bronwyn Englaro, Senior Sustainability Officer on 9093 6796 or Bronwyn.englaro@randwick.nsw.gov.au

Your sincerely,

A handwritten signature in black ink, appearing to read 'Stella Agagiotis', written in a cursive style.

Stella Agagiotis
Manager, Strategic Planning

<p>English</p> <p>If you need help to understand this letter, please come to Council's Customer Service Centre and ask for assistance in your language or you can contact the Telephone Interpreter Service (TIS) on 131 450 and ask them to contact Council on 1300 722 542.</p>	<p>Greek</p> <p>Αν χρειάζεστε βοήθεια για να καταλάβετε αυτή την επιστολή, παρακαλείστε να έρθετε στο Κέντρο Εξυπηρέτησης Πελατών της Δημαρχίας (Council Customer Service Centre) και να ζητήσετε βοήθεια στη γλώσσα σας ή τηλεφωνήστε στην Τηλεφωνική Υπηρεσία Διερμηνέων (Telephone Interpreter Service — TIS) τηλ. 131 450 και να ζητήσετε να επικοινωνήσουν με τη Δημαρχία τηλ. 1300 722 542.</p>	<p>Italian</p> <p>Se avete bisogno di aiuto per capire il contenuto di questa lettera, recatevi presso il Customer Service Centre del Municipio dove potrete chiedere di essere assistiti nella vostra lingua; oppure mettetevi in contatto con il Servizio Telefonico Interpreti (TIS) al 131 450 e chiedete loro di mettersi in contatto col Municipio al 1300 722 542.</p>
<p>Croatian</p> <p>Ako vam je potrebna pomoć da biste razumjeli ovo pismo, molimo dođite u Općinski uslužni centar za klijente (Council's Customer Service Centre) i zatražite pomoć na svom jeziku, ili možete nazvati Telefonsku službu tumača (TIS) na 131 450 i zamoliti njih da nazovu Općinu na 1300 722 542.</p>	<p>Spanish</p> <p>A la persona que necesite ayuda para entender esta carta se le ruega venir al Centro de Servicios para Clientes [Customer Service Centre] de la Municipalidad y pedir asistencia en su propio idioma, o bien ponerse en contacto con el Servicio Telefónico de Intérpretes ["TIS"], número 131 450, para pedir que le comuniquen con la Municipalidad, cuyo teléfono es 1300 722 542.</p>	<p>Vietnamese</p> <p>Nếu quý vị không hiểu lá thư này và cần sự giúp đỡ, mời quý vị đến Trung Tâm Dịch Vụ Hướng Dẫn Khách Hàng của Hội Đồng Thành Phố (Council's Customer Service Centre) để có người nói ngôn ngữ của quý vị giúp hay quý vị có thể liên lạc Dịch Vụ Thông Dịch qua Điện Thoại (TIS) ở số 131 450 và yêu cầu họ liên lạc với Hội Đồng Thành Phố (Council) ở số 1300 722 542.</p>
<p>Polish</p> <p>Jeśli potrzebujesz pomocy w zrozumieniu treści tego pisma, przyjdź do punktu obsługi klientów (Customer Service Centre) przy Radzie Miejskiej i poproś o pomoc w języku polskim, albo zadzwoń do Telefonicznego Biura Tłumaczy (Telephone Interpreter Service — TIS) pod numer 131 450 i poproś o skontaktowanie się z Radą Miejską (Council) pod numerem 1300 722 542.</p>	<p>Indonesian</p> <p>Jika Anda memerlukan bantuan untuk memahami surat ini, silakan datang ke Pusat Pelayanan Pelanggan (Customer Service Centre) Pemerintah Kotamadya (Council) dan mintalah untuk bantuan dalam bahasa Anda, atau Anda dapat menghubungi Jasa Juru Bahasa Telepon (Telephone Interpreter Service - TIS) pada nomor 131 450 dan meminta supaya mereka menghubungi Pemerintah Kotamadya pada nomor 1300 722 542.</p>	<p>Turkish</p> <p>Bu mektubu anlamak için yardima ihtiyaciniz varsa, lütfen Belediye'nin Müşteri Hizmetleri Merkezi'ne gelip kendi dilinizde yardım isteyiniz veya 131 450'den Telefonla Tercüme Servisi'ni (TIS) arayarak onlardan 1300 722 542 numaradan Belediye ile ilişkiye geçmelerini isteyiniz.</p>
<p>Hungarian</p> <p>Amennyiben a levél tartalmát nem érti és segítségre van szüksége, kérjük látogassa meg a Tanácsház Ügyfél Szolgálatát (Customer Service Centre), ahol magyar nyelven kaphat felvilágosítást, vagy hívja a Telefon Tolmás Szolgálatot (TIS) a 131 450 telefonszámon és kérje, hogy kapcsolják a Tanácsházat a 1300 722 542 telefonszámon.</p>	<p>Czech</p> <p>Jestliže potřebujete pomoc při porozumění tohoto dopisu, navštivte prosím naše Středisko služeb pro veřejnost (Council's Customer Service Centre) a požádejte o poskytnutí pomoci ve vaší řeči anebo zavolejte Telefonní tlumočnickou službu (TIS) na tel. čísle 131 450 a požádejte je, aby oni zavolali Městský úřad Randwick na tel. čísle 1300 722 542.</p>	<p>Arabic</p> <p>إذا أردت مُساعدة لفهم هذه الرسالة، نرجوك الحضور إلى مركز خدمة عملاء المجلس واطلب المُساعدة في لغتك، أو يُمكنك الاتصال بخدمة الترجمة الهاتفية (TIS) على هاتف رقم 131 450 واطلب منهم الاتصال بالمجلس على رقم 1300 722 542.</p>
<p>Chinese</p> <p>如果你需要人幫助你了解這封信的內容，請來市政會顧客服務中心要求翻譯服務，或者與電話傳譯服務 (TIS) 聯繫，號碼是 131 450。請他們幫助你打電話給市政會，號碼是 1300 722 542。</p>	<p>Russian</p> <p>Если Вам требуется помощь, чтобы разобраться в этом письме, то, пожалуйста, обратитесь в Муниципальный Центр Обслуживания Клиентов и попросите оказать Вам помощь на Вашем языке или же Вы можете позвонить в Телефонную Службу Переводчиков (TIS) по номеру 131 450 и попросить их связаться с Муниципалитетом по номеру 1300 722 542.</p>	<p>Serbian</p> <p>Ako vam treba pomoć da razumete ovo pismo, molimo vas da dođete do Centra za usluge mušterijama pri Opštini (Customer Service Centre) i zamolite ih da vam pomognu na vašem jeziku, ili možete nazvati Telefonsku prevodilačku službu (TIS) na 131 450 i zamolite ih da vas povežu sa Opštinom na 1300 722 542.</p>