



Swan and Canning Rivers Management Act 2006

PART 5

DETERMINATION OF DEVELOPMENT APPLICATION

FILE NUMBER	:	2020/2581
APPLICANT	:	Public Transport Authority
APPLICANT'S ADDRESS	:	PO Box 8125, Perth Business Centre, Perth
LANDOWNER	:	Department of Biodiversity, Conservation and Attractions
LAND DESCRIPTION	:	Mends Street Jetty, Lot 301 on Deposited Plan 47451 (Swan River), Mends Street, South Perth
DEVELOPMENT	:	Upgrade of the Mends Street Jetty comprising an extension of the existing jetty, installation of an accessible pedestrian boarding ramp and associated floating boarding platform and the provision of a sheltered waiting area for passengers
VALID FORM 1 RECEIVED	:	4 November 2020
DETERMINATION	:	APPROVAL WITH CONDITIONS

The application to commence development in accordance with the information received on 4 November 2020 is APPROVED subject to the following conditions:

CONDITIONS

1. Approval to implement this decision is valid for two (2) years from the date of the approval. If substantial on-site works have not commenced within this period, a new approval will be required before commencing or completing the development.

Prior to the commencement of works

2. The applicant shall notify the Department of Biodiversity, Conservation and Attractions in writing not less than seven (7) days prior to the commencement of works (see **Advice Note 1**).
3. A Construction Environmental Management Plan shall be submitted to and approved by the Department of Biodiversity, Conservation and Attractions (see **Advice Notes 2 and 8**).
4. Final design plans/drawings and technical specifications, including details of the colours, finishes and materials for the jetty extension and upgraded structures, shall be submitted to and approved by the Department of Biodiversity, Conservation and Attractions (see **Advice Note 3**).
5. A Lighting Plan for any new lighting installations is to be prepared, and implemented thereafter, to the satisfaction of the Department of Biodiversity, Conservation and Attractions (see **Advice Note 4**).
6. The applicant shall ensure that all contractors and personnel involved in the works are familiar with the requirements of this approval prior to the commencement of works and during the works at all times.

During works

7. All works shall be implemented in accordance with the plans approved under **Conditions 3, 4 and 5**.
8. The applicant shall take appropriate preventative measures during the works to ensure that no soil, runoff, construction material or any other deleterious matter is allowed to enter the river.
9. The applicant shall install at a minimum double silt curtains and take appropriate measures to contain turbidity to the immediate works area and prevent, where practicable, sediment plumes from moving outside the immediate area of the works. If sediment plumes are visible beyond the works area, all works shall cease until the issue has been resolved to the satisfaction of the Department of Biodiversity, Conservation and Attractions (see **Advice Note 5**).
10. Silt curtains are to be checked regularly to ensure they are correctly attached and performing as intended.
11. Piling operations shall include a soft start up procedure at the commencement of each piling sequence (see **Advice Note 7**). No pile driving shall start if dolphins are within 200 metres of the site.
12. Piling activity shall cease if a dolphin comes within 50 metres of the site and shall not recommence until any dolphin has moved away more than 200 metres or has not been observed for 20 minutes.
13. The applicant shall ensure that no damage to the riverbank or waterway occurs beyond the scope of the approved works. If any inadvertent damage occurs, the applicant is required to notify the Department of Biodiversity, Conservation and Attractions within 48 hours of the damage occurring and rectify the damage at its expense.
14. The applicant shall ensure that signs warning the public of the works, located close to the work sites and easily visible, are in place for the duration of the works.
15. The works must not prevent public access along the foreshore pathway unless closure is necessary for safety purposes and an alternative route is provided and agreed to by the Department of Biodiversity, Conservation and Attractions.

On completion of works

16. Upon completion of the works, all waste materials, equipment and machinery shall be removed, and the site cleaned up to the satisfaction of the Department of Biodiversity, Conservation and Attractions.
17. Within six months of the completion of works, all constructed drawings for the jetty extension and upgrades shall be submitted to the satisfaction of the Department of Biodiversity, Conservation and Attractions.

ADVICE NOTES

1. Notifications and plans can be emailed to rivers.planning@dbca.wa.gov.au.
2. The Construction Environmental Management Plan required under **Condition 3** shall describe how the proposed works will be managed to minimise potential environmental impacts and shall address, but not be limited to:

- a. scope of works, including deconstruction and construction methodology;
- b. site access and management, including any temporary fencing requirements;
- c. management of machinery and equipment, including a refuelling procedure and spill response;
- d. on-site storage and bunding of materials, equipment, chemicals and fuel;
- e. waste management;
- f. protection of the river from inputs of debris, rubbish or other deleterious material;
- g. wildlife management, including minimising noise and vibration impacts and use of a marine mammal observer;
- h. access and safety;
- i. hours of operation and schedule of works;
- j. complaints and incidents; and
- k. management actions to address acid sulfate soils and/or contaminated sediments should they be encountered.

A site map showing the laydown area and vehicle entry/exit points shall be included. Emergency spill kits shall be onsite at all times and it is preferable that refueling of land-based vehicles or machinery is undertaken outside the Swan Canning Development Control Area at a licensed refueling facility. Works involving disturbance of the riverbed should be conducted during a slack tide to minimise the spread of sediments beyond the immediate area of works. In the case of pollution events, the Department of Biodiversity, Conservation and Attractions shall be contacted immediately on 9278 0981 (Riverpark Duty Officer) or 9480 9924 (Marine Pollution Response).

3. The Department of Transport (DoT) requires the Public Transport Authority (PTA) to:
 - a. Obtain a DoT jetty licence prior to works commencing;
 - b. Note that it is responsible for the future maintenance and operations of the proposed ferry jetty;
 - c. Relocate the existing jetty navigational light(s) to the new jetty at PTA's own costs and provide as constructed drawings and photos of the asset once relocated. Should a new structure be required PTA is to consult with DoT's Navigational Aid Coordinator for acceptance of the structure prior to installation; and
 - d. Relocate any courtesy mooring if required at PTA's own costs.

To obtain a jetty licence, DoT states the following matters need to be addressed by PTA:

- e. The jetty design shall be undertaken by a qualified engineer with experience designing maritime infrastructure;
- f. The design shall be certified as complying with the relevant design standards (AS4997-2005 Guidelines for the Design of Maritime Structures and others) by an appropriately experienced Chartered Professional Engineer as recognised by Engineers Australia;
- g. The design of the proposed ferry jetty shall not place or transfer any loads onto the existing jetty;
- h. The design shall identify all additional works on the existing jetty which will require modifications to allow for universal access, services, firefighting, etc to the proposed ferry jetty. The proponent shall obtain permission for the works to be undertaken from the owner and shall fund all the works;

- i. A set of engineering drawings including a site plan of the proposal clearly showing existing structure, existing hazards, new ferry approach, bathymetry and any proposed new navigation aids. The proponent is responsible for the funding of any new navigation aids for this proposal; and
 - j. The design shall be independently peer reviewed with a signed document advising of the suitability of the design.
- 4. With regard to **Condition 5**, the applicant is advised that lighting should be designed to minimise light spill so that fauna, community enjoyment and visual amenity are not unacceptably affected. The Department of Biodiversity, Conservation and Attractions encourages the implementation of the International Commission of Illumination's *Guide on the Limitation of Effects of Obtrusive Light from Outdoor Lighting Installations*. It will be necessary to ensure that lighting is designed, and fittings chosen that illuminate only the necessary infrastructure/landmark and do not result in light spill to the river, vegetation or upward to the sky. The use of glare shields and other methods to direct light and reduce spill may be required in certain instances. Visual amenity of lighting installations, including when viewed from residential areas also needs to be considered. A light spill diagram is to be prepared to support the lighting plan.
- 5. With regard to **Condition 9**, in the case of sediment plumes extending beyond the area of works, the Department of Biodiversity, Conservation and Attractions shall be contacted immediately on 9278 0981 (Riverpark Duty Officer) or 9480 9924 (Marine Pollution Response). The applicant shall provide a record of the incident with proposed contingency actions.
- 6. To allow sufficient time for the Department of Biodiversity, Conservation and Attractions to consider and approve the plans and details required under **Conditions 3, 4 and 5**, the documents must be submitted to the Department of Biodiversity, Conservation and Attractions at least 42 days before the expected works commencement date.
- 7. With regard to **Condition 11**, to minimise underwater noise, it is preferred that a vibration pile driver with a soft start-up, rather than a drop hammer, be used to install the piles. This should reduce noise impacts, including that to dolphins.
- 8. The proposed works are located in an area mapped as having a moderate to low acid sulfate soil risk. The *Acid Sulfate Soils Guideline Series for guidance on the identification, assessment and management of acid sulfate soils in Western Australia* is available from the Department of Water and Environmental Regulation website at www.dwer.wa.gov.au. If any acid sulfate soils are exposed during the works, the Contaminated Sites Branch of the Department of Water and Environmental Regulation shall be contacted for further advice on 1300 762 982.
- 9. The Department of Planning, Lands and Heritage (DPLH), Heritage Operations has advised the proposed works are situated within Aboriginal site ID 3536, being the Swan River. Therefore, based on the information held by DPLH, approvals under the *Aboriginal Heritage Act 1972* are required.

DPLH encourages proponents to refer to the Due Diligence Guidelines which can be found on the DPLH website at <https://www.dplh.wa.gov.au/information-and-services/aboriginal-heritage/land-use-under-the-aha>

It is recommended that the applicant presents details of the proposal to the Whadjuk Working Group through the South West Aboriginal Land and Sea Council and seek advice on whether the works will impact Aboriginal site 3536 (Swan River).

10. The applicant is advised that all in-water operations and activities must be conducted in accordance with Western Australian Marine Safety Legislation.
11. All noise levels produced by the works are to comply with the provisions of the Environmental Protection (Noise) Regulations 1997 (as amended).



Hon Amber-Jade Sanderson MLA
MINISTER FOR ENVIRONMENT

Date: 13/1/21.

DEPARTMENT OF BIODIVERSITY, CONSERVATION AND ATTRACTIONS REPORT

PROPOSAL	Upgrade of the Mends Street jetty comprising an extension of the existing jetty, installation of an accessible pedestrian boarding ramp and associated floating boarding platform and the provision of a sheltered waiting area for passengers.
LOCATION	Mends Street Jetty, Lot 301 on Deposited Plan 47451 (Swan River), Mends Street, South Perth
COST	\$2,000,000
APPLICANT	Public Transport Authority on behalf of Transperth
LANDOWNER	Department of Biodiversity, Conservation and Attractions
LOCAL GOVERNMENT	City of South Perth
MRS CLASSIFICATION	Waterways Reserve
DECISION TYPE	Part 5, <i>Swan and Canning Rivers Management Act 2006</i> – Ministerial Determination
ATTACHMENTS	<ol style="list-style-type: none">1. New jetty technical drawings (6 pages)2. External referral responses:<ol style="list-style-type: none">a. City of South Perth (2 pages)b. Department of Planning, Lands and Heritage (1 page)c. Department of Transport (1 page)
RECOMMENDATION	APPROVAL WITH CONDITIONS

REPORT

1.0 INTRODUCTION

- 1.1 The Department of Biodiversity, Conservation and Attractions (DBCA) has received an application from the Public Transport Authority (PTA), on behalf of Transperth, for the upgrade of Mends Street Jetty, Lot 301 on Deposited Plan 47451 (Swan River), Mends Street, South Perth (**Attachment 1**). The upgrade will involve extending the existing jetty via an accessible pedestrian boarding ramp and associated floating boarding platform (a pontoon supported by eight piles) and the installation of a sheltered waiting area for passengers. These upgrades will address the jetty's non-compliance with the requirements of the *Disability Discrimination Act 1992* (DDA) with regards to the steepness of the current boarding ramp and passenger waiting/movement areas.

- 1.2 As the works are located entirely within a lot that is in the Swan Canning Development Control Area (DCA), the application is being processed pursuant to Part 5 of the *Swan and Canning Rivers Management Act 2006* (SCRM Act).
- 1.3 The Director General of DBCA has prepared this report in accordance with section 76 of the SCRM Act.

CONSULTATION

City of South Perth

- 1.4 The City of South Perth (the City) has endorsed the proposed jetty upgrades stating it "...will add significantly to customer amenity and importantly, disability access". The City would like to see future consideration also be given to improving the overall use, layout and amenity of the entire jetty to align more with the City's Masterplan for the Mends Street precinct 'Connect South' including the foreshore, that is now known as 'Mindeerup' (**Attachment 2a**).
- 1.5 The PTA advised that Transperth's primary concern and focus is to ensure the jetty's boarding area is upgraded to comply with the DDA requirements by December 2022 and the proposed upgrade would not impede any future upgrades of other aspects of the jetty.

Department of Planning, Lands and Heritage (Heritage Operations)

- 1.6 The Department of Planning, Lands and Heritage (DPLH), Heritage Operations has advised the proposed works are situated within Aboriginal site ID 3536, being the Swan River. Therefore, based on the information held by DPLH, approvals under the *Aboriginal Heritage Act 1972* (AHA) are required (**Attachment 2b**).
- 1.7 DPLH encourages proponents to refer to the Due Diligence Guidelines (Guidelines) which can be found on the DPLH website at <https://www.dplh.wa.gov.au/information-and-services/aboriginal-heritage/land-use-under-the-aha>. The Guidelines allow proponents to undertake their own risk assessment regarding any proposal's impact on Aboriginal Heritage.
- 1.8 PTA has reviewed the Guidelines (sections 2.4 - 2.8) and has determined the jetty upgrade to be of minimal risk given the current use of the existing jetty as allowed for under the Guideline's *Built Environment* category.

Department of Transport: Maritime Planning and Navigational Safety

- 1.9 The Department of Transport (DoT), Maritime Planning and Navigational Safety advised that it has no objections to the proposed jetty modifications provided PTA obtains a modification to its jetty licence from DoT, navigational lighting is relocated and the engineering drawings are approved and certified by an experienced maritime engineer in accordance with *AS4997-2005 Guidelines for the Design of Maritime Structures* and other relevant guidelines (**Attachment 2c**).
- 1.10 Other DoT requirements relate to ensuring that all stakeholders (other ferry operators and/or commercial operations attached to the jetty) are consulted and that any modifications to fixtures or services to the jetty (for example, lighting and courtesy moorings) are adequately catered for.

1.11 PTA has liaised with DoT from the inception of the jetty upgrade proposal with close consultation on all design requirements. PTA has no issues with any of the conditions requested by DoT including navigational lighting requirements and ensuring engineering designs are certified by maritime engineers, noting the current proposed design was developed by a marine engineer.

1.12 These recommendations will be addressed in and form part of this approval.

2.0 PUBLIC CONSULTATION – SUBMISSIONS ON DRAFT REPORT

2.1 In accordance with the requirements of Part 5 of the SCRM Act, a copy of the draft report and proposed recommendation was provided to the applicant and relevant stakeholders being the City, DoT and DPLH. A copy was also published on the DBCA website for a period of 14 days between 10 March 2021 and 25 March 2021 with an invitation for public submissions. No submissions were received.

3.0 RELEVANT POLICIES AND PLANS

- ◆ State Planning Policy 2.10 – *Swan-Canning River System* (SPP 2.10)
- ◆ Corporate Policy Statement No. 42 – *Planning for Land Use, Development and Permitting Affecting the Swan Canning Development Control Area* (Policy 42)
- ◆ Corporate Policy Statement No. 44 – *Planning for Jetties in the Swan Canning Development Control Area* (Policy 44)

4.0 ENVIRONMENTAL AND PLANNING CONSIDERATIONS

- ◆ Environmental protection
- ◆ Visual amenity
- ◆ Heritage
- ◆ Acid sulfate soils

5.0 BACKGROUND

- 5.1 The Mends Street Jetty provides a primary public ferry transport link between South Perth and the Perth CBD and is one of only two existing public ferry berths on the Swan River. Approximately 700,000 passengers use this jetty per annum.
- 5.2 The City recently completed amenity upgrades to the foreshore adjacent to the jetty as part of the City's 'Mindeerup' Connect South project.
- 5.3 The Mends Street Jetty and the management of its existing leases are administered by DoT. As noted in section 1.5 above, PTA advised that Transperth's current primary concern and focus pertaining to this development proposal is to ensure the jetty's boarding area is upgraded to comply with DDA requirements by December 2022. PTA further advised the proposed upgrades would not jeopardise any future upgrades of any other sections of the jetty structure.

6.0 DISCUSSION

- 6.1 The existing jetty is a free-standing structure over-water and therefore the entire upgrade works will include in-water activities. The two significant features of the jetty extension involve connecting a 'floating ferry pontoon', supported by eight piers (4x2 sets), to the existing jetty's most northern point (riverward) via a 'pontoon access ramp' (see Attachment 1).
- 6.2 The major aspects of the jetty upgrade will first require the deconstruction and removal of an existing landing berth platform and access ramp (no in-water works required as these form part of the existing jetty structure), gates and balustrades, one ticketing shelter and several bench seats.
- 6.3 The major aspects of the jetty extension include the installation of four sets of steel support piers, each comprising two piles that will support the floating ferry pontoon. This pontoon will be connected to the existing jetty using a hinged aluminium access ramp. Post and rail balustrading, covered shelters and benches will then be reinstated, as well as lighting and CCTV. Both pontoons will include shelter covering and west-facing screen walls (to provide protection from the prevailing weather).
- 6.4 The combined length of the two pontoons will extend beyond the existing jetty (riverwards) by approximately 20 metres. The existing jetty has an elevation of 1.93 metres Reduced Level (RL). The high tide level is 1.3 metres RL.
- 6.5 The materials for the pontoons and associated structures will match the jetty's existing materials, finishes and colour schemes. For example, marine grade stainless steel will be used for the balustrades and handrails, the covering for the pontoon ramp and shelters will comprise cream or green coated colorbond polycarbonate clad roofing and facades, whilst the decking will comprise black rubber.
- 6.6 No dredging or excavation of the riverbed is required as part of the works, only the installation of the eight support piers into the riverbed.
- 6.7 The two pontoons will be constructed off-site, barged to site and craned into position.
- 6.8 Potential impacts on the river and reserve from construction activities are to be managed through a Construction Environmental Management Plan (CEMP).
- 6.9 Transperth services between South Perth and the Perth CBD, either by ferry or bus, will be maintained throughout the works.

Environmental protection

- 6.10 Policy 42 aims to ensure that land use and development adjacent to, or on, the river system maintains and enhances the quality and amenity of the river environment.
- 6.11 The construction works have the potential to impact the waterway, including wildlife (noise and displacement) impacts.
- 6.12 To ensure that all potential environmental risks and impacts are identified and managed appropriately, it is recommended that a CEMP be included as a condition

of approval. The CEMP will be required to include details of demolition and construction methodology, protection of water quality, machinery and equipment management (including refuelling), site access and management, safety, waste management and spill response, foreshore protection, management actions to address potential sediment disturbance/turbidity and minimisation of potential noise and displacement impacts to fauna.

Visual amenity

- 6.13 Policy 42 states that the design, materials and colour scheme of developments adjacent to the river and foreshore should complement and protect the character and landscape setting of the river.
- 6.14 As noted in section 6.5 above, the two pontoon structures and shelters will comprise materials, colours and finishes to match and/or complement the jetty's existing style and themes. Whilst the jetty extension and piers will be visually apparent, the location at the head-end of the existing jetty and its comparatively low-profile structures (that will not exceed the height of the existing jetty structures even at high-tide) means its bulk and scale will be such that the visual amenity of the site will not be significantly altered.
- 6.15 A condition of approval will require the provision of final design drawings, including colours and finishes.

Heritage

- 6.16 Policy 42 states that places of cultural and heritage significance, both Aboriginal and European, and of natural heritage are to be conserved.
- 6.17 As noted in section 1.6 above, DPLH has advised that the works are situated within Aboriginal site ID 3536, being the Swan River and therefore, based on the information held by DPLH, approvals under the AHA are required.
- 6.18 As advised under section 1.8 above, PTA has reviewed the Guidelines and determined the jetty upgrade to be of minimal risk given the current use of the existing jetty as allowed for under the Guideline's *Built Environment* category. It is recommended that PTA consult with the Whadjuk Working Group through the South West Aboriginal Land and Sea Council and seek advice on whether the works will impact Aboriginal site 3536 (Swan River).

Acid sulfate soils

- 6.19 The site of the proposed works has not been assessed for acid sulfate soils (ASS) however, the works are to be undertaken in an area mapped as having a high to moderate ASS disturbance risk, within 3 metres of the natural surface.
- 6.20 ASS becomes an issue when affected sediment is exposed to the air. However, this is not likely to occur during the jetty extension works. The in-water works will only involve the placement of piles into the riverbed.
- 6.21 The potential for disturbance of ASS during the works is considered to be relatively minor and can be addressed through the conditioned CEMP and advice notes on the approval.

7.0 CONCLUSION

- 7.1 PTA's primary concern and focus of the jetty extension and upgrades are to ensure the jetty's boarding area is compliant with the accessibility standards and DDA requirements by December 2022.
- 7.2 The proposed upgrades will not jeopardise any future upgrades of the remainder of the jetty, including improving aesthetics, are not considered to be excessive in scale or bulk and will extend the usable life and functionality of the jetty.
- 7.3 Potential environmental impacts from the works are considered low and can be addressed through the implementation of an approved CEMP.
- 7.4 For these reasons, the jetty extension and upgrade proposal is recommended for approval, subject to conditions and advice.

8.0 SWAN RIVER TRUST ADVICE

- 8.1 In accordance with section 75(3A) of the SCRM Act, the Swan River Trust (the Trust) considered DBCA's draft report at a meeting on 16 February 2021, where the Trust resolved to advise the Director General of DBCA that it recommends the application be approved subject to the conditions outlined in DBCA's draft report.

9.0 RECOMMENDATION – APPROVAL WITH CONDITIONS

That the Director General of DBCA advises the Minister for Environment that the Public Transport Authority's proposal to extend and upgrade Mends Street Jetty, Lot 301 on Deposited Plan 47451 (Swan River), Mends Street, South Perth as described in the application received on 4 November 2020 and subsequent information, be approved, subject to the following conditions and advice notes:

CONDITIONS

1. Approval to implement this decision is valid for two (2) years from the date of the approval. If substantial on-site works have not commenced within this period, a new approval will be required before commencing or completing the development.

Prior to the commencement of works

2. The applicant shall notify the Department of Biodiversity, Conservation and Attractions in writing not less than seven (7) days prior to the commencement of works (see **Advice Note 1**).
3. A Construction Environmental Management Plan shall be submitted to and approved by the Department of Biodiversity, Conservation and Attractions (see **Advice Notes 2 and 8**).
4. Final design plans/drawings and technical specifications, including details of the colours, finishes and materials for the jetty extension and upgraded structures, shall be submitted to and approved by the Department of Biodiversity, Conservation and Attractions (see **Advice Note 3**).

5. A Lighting Plan for any new lighting installations is to be prepared, and implemented thereafter, to the satisfaction of the Department of Biodiversity, Conservation and Attractions (see **Advice Note 4**).
6. The applicant shall ensure that all contractors and personnel involved in the works are familiar with the requirements of this approval prior to the commencement of works and during the works at all times.

During works

7. All works shall be implemented in accordance with the plans approved under **Conditions 3, 4 and 5**.
8. The applicant shall take appropriate preventative measures during the works to ensure that no soil, runoff, construction material or any other deleterious matter is allowed to enter the river.
9. The applicant shall install at a minimum double silt curtains and take appropriate measures to contain turbidity to the immediate works area and prevent, where practicable, sediment plumes from moving outside the immediate area of the works. If sediment plumes are visible beyond the works area, all works shall cease until the issue has been resolved to the satisfaction of the Department of Biodiversity, Conservation and Attractions (see **Advice Note 5**).
10. Silt curtains are to be checked regularly to ensure they are correctly attached and performing as intended.
11. Piling operations shall include a soft start up procedure at the commencement of each piling sequence (see **Advice Note 7**). No pile driving shall start if dolphins are within 200 metres of the site.
12. Piling activity shall cease if a dolphin comes within 50 metres of the site and shall not recommence until any dolphin has moved away more than 200 metres or has not been observed for 20 minutes.
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On completion of works

16. Upon completion of the works, all waste materials, equipment and machinery shall be removed, and the site cleaned up to the satisfaction of the Department of Biodiversity, Conservation and Attractions.

17. Within six months of the completion of works, as constructed drawings for the jetty extension and upgrades shall be submitted to the satisfaction of the Department of Biodiversity, Conservation and Attractions.

ADVICE NOTES

1. Notifications and plans can be emailed to rivers.planning@dbca.wa.gov.au.
2. The Construction Environmental Management Plan required under **Condition 3** shall describe how the proposed works will be managed to minimise potential environmental impacts and shall address, but not be limited to:
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 - j. complaints and incidents; and
 - k. management actions to address acid sulfate soils and/or contaminated sediments should they be encountered.

A site map showing the laydown area and vehicle entry/exit points shall be included. Emergency spill kits shall be onsite at all times and it is preferable that refuelling of land-based vehicles or machinery is undertaken outside the Swan Canning Development Control Area at a licensed refuelling facility. Works involving disturbance of the riverbed should be conducted during a slack tide to minimise the spread of sediments beyond the immediate area of works. In the case of pollution events, the Department of Biodiversity, Conservation and Attractions shall be contacted immediately on 9278 0981 (Riverpark Duty Officer) or 9480 9924 (Marine Pollution Response).

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 - a. Obtain a DoT jetty licence prior to works commencing;
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To obtain a jetty licence, DoT states the following matters need to be addressed by PTA:

- e. The jetty design shall be undertaken by a qualified engineer with experience designing maritime infrastructure;

- f. The design shall be certified as complying with the relevant design standards (AS4997-2005 Guidelines for the Design of Maritime Structures and others) by an appropriately experienced Chartered Professional Engineer as recognised by Engineers Australia;
 - g. The design of the proposed ferry jetty shall not place or transfer any loads onto the existing jetty;
 - h. The design shall identify all additional works on the existing jetty which will require modifications to allow for universal access, services, firefighting, etc to the proposed ferry jetty. The proponent shall obtain permission for the works to be undertaken from the owner and shall fund all the works;
 - i. A set of engineering drawings including a site plan of the proposal clearly showing existing structure, existing hazards, new ferry approach, bathymetry and any proposed new navigation aids. The proponent is responsible for the funding of any new navigation aids for this proposal; and
 - j. The design shall be independently peer reviewed with a signed document advising of the suitability of the design.
4. With regard to **Condition 5**, the applicant is advised that lighting should be designed to minimise light spill so that fauna, community enjoyment and visual amenity are not unacceptably affected. The Department of Biodiversity, Conservation and Attractions encourages the implementation of the International Commission of Illumination's *Guide on the Limitation of Effects of Obtrusive Light from Outdoor Lighting Installations*. It will be necessary to ensure that lighting is designed, and fittings chosen that illuminate only the necessary infrastructure/landmark and do not result in light spill to the river, vegetation or upward to the sky. The use of glare shields and other methods to direct light and reduce spill may be required in certain instances. Visual amenity of lighting installations, including when viewed from residential areas also needs to be considered. A light spill diagram is to be prepared to support the lighting plan.
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9. The Department of Planning, Lands and Heritage (DPLH), Heritage Operations has advised the proposed works are situated within Aboriginal site ID 3536, being the Swan River. Therefore, based on the information held by DPLH, approvals under the *Aboriginal Heritage Act 1972* are required.

DPLH encourages proponents to refer to the Due Diligence Guidelines which can be found on the DPLH website at <https://www.dplh.wa.gov.au/information-and-services/aboriginal-heritage/land-use-under-the-aha>

It is recommended that the applicant presents details of the proposal to the Whadjuk Working Group through the South West Aboriginal Land and Sea Council and seek advice on whether the works will impact Aboriginal site 3536 (Swan River).

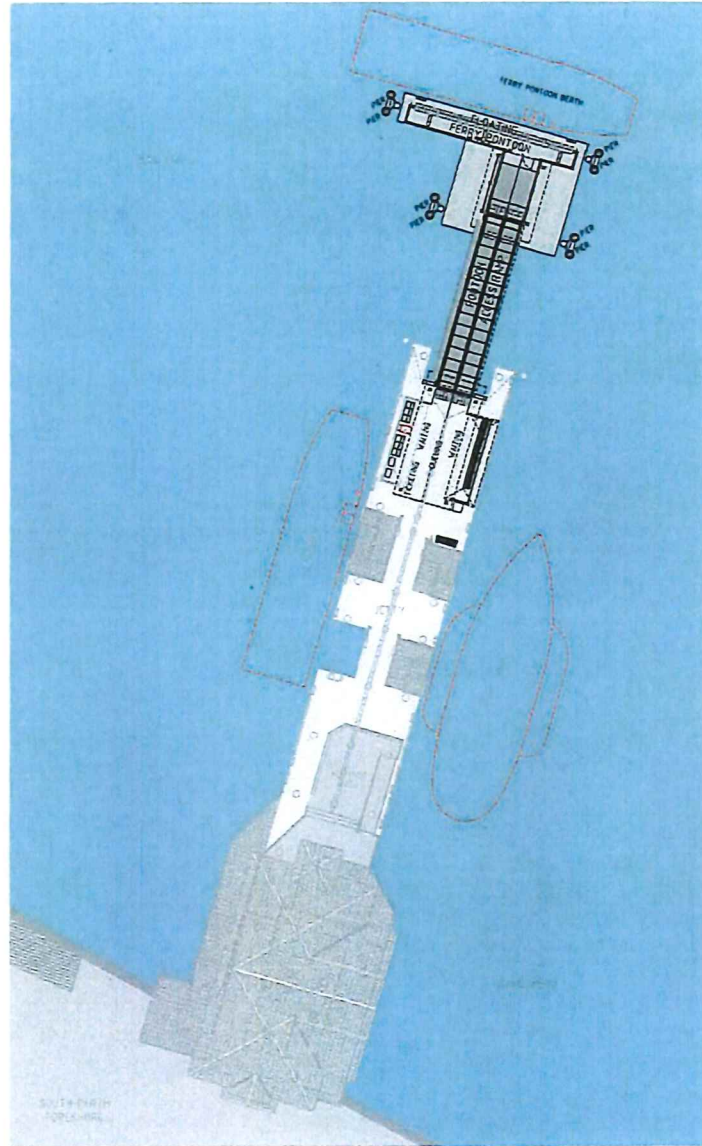
10. The applicant is advised that all in-water operations and activities must be conducted in accordance with Western Australian Marine Safety Legislation.
11. All noise levels produced by the works are to comply with the provisions of the Environmental Protection (Noise) Regulations 1997 (as amended).

FINAL REPORT ENDORSED

Signed:  Date: 16/4/2021
Mark Webb
Director General

Mends Street Jetty Additions





OVERALL PLAN
SCALE 1:200

MATERIALS SCHEDULE (PRELIMINARY)		
ELEMENT	DESCRIPTION	COLOR
WAITING SHELTER		
STRUCTURE	STEEL WITH PAINT FINISH	TRAFFIC GREEN (B19) TO MATCH EXISTING
GLAZING	LAMINATED SAFETY GLASS	LIGHT GREY TO MATCH EXISTING
VERTICAL LOUVRES	STEEL WITH PAINT FINISH	CREAM (Y34) TO MATCH EXISTING
ROOF SHEETING	COLORBOND ULTRA	CLASSIC CREAM TO MATCH EXISTING
DUFFERS & FLASHINGS	COLORBOND ULTRA	CLASSIC CREAM TO MATCH EXISTING
SEATING	GRADE 316 STAINLESS STEEL	NATURAL
QUEUEING SHELTER		
STRUCTURE	STEEL WITH PAINT FINISH	TRAFFIC GREEN (B19) TO MATCH EXISTING
ROOF SHEETING	COLORBOND ULTRA	CLASSIC CREAM TO MATCH EXISTING
DUFFERS & FLASHINGS	COLORBOND ULTRA	CLASSIC CREAM TO MATCH EXISTING
PONTOON ACCESS RAMP		
STRUCTURE	WELDED MARINE GRADE ALUMINIUM	NATURAL
FACADE/ROOF FRAMING	MARINE GRADE ALUMINIUM	NATURAL
FACADE/ROOF GLAZING	POLYCARBONATE SEAMLESS FACADE CLADDING	BLUC
FLOOR COVERING	NON-SLIP RUBBER DECKING	BLACK
HANDRAILS	GRADE 316 STAINLESS STEEL	NATURAL
TGSPS	GRADE 316 STAINLESS STEEL	NATURAL
AUTO-GATES	GRADE 316 STAINLESS STEEL	NATURAL
MAINTENANCE WALKWAY	MARINE GRADE ALUMINIUM MESH	NATURAL
PONTOON SHELTER		
STRUCTURE	STEEL WITH PAINT FINISH	GRAPHITE GREY (H53)
ROOF SHEETING	COLORBOND ULTRA	SHALE GREY
DUFFERS & FLASHINGS	COLORBOND ULTRA	SHALE GREY
SCREEN WALL STRUCTURE	MARINE GRADE ALUMINIUM	NATURAL
SCREEN WALL GLAZING	POLYCARBONATE SEAMLESS FACADE CLADDING	BLUC
BALUSTRADES	GRADE 316 STAINLESS STEEL	NATURAL
HANDRAILS	GRADE 316 STAINLESS STEEL	NATURAL
PONTOON		
FLOOR COVERING	NON-SLIP RUBBER DECKING	BLACK
BALUSTRADES	GRADE 316 STAINLESS STEEL	NATURAL
HANDRAILS	GRADE 316 STAINLESS STEEL	NATURAL
TGSPS	GRADE 316 STAINLESS STEEL	NATURAL



PRELIMINARY

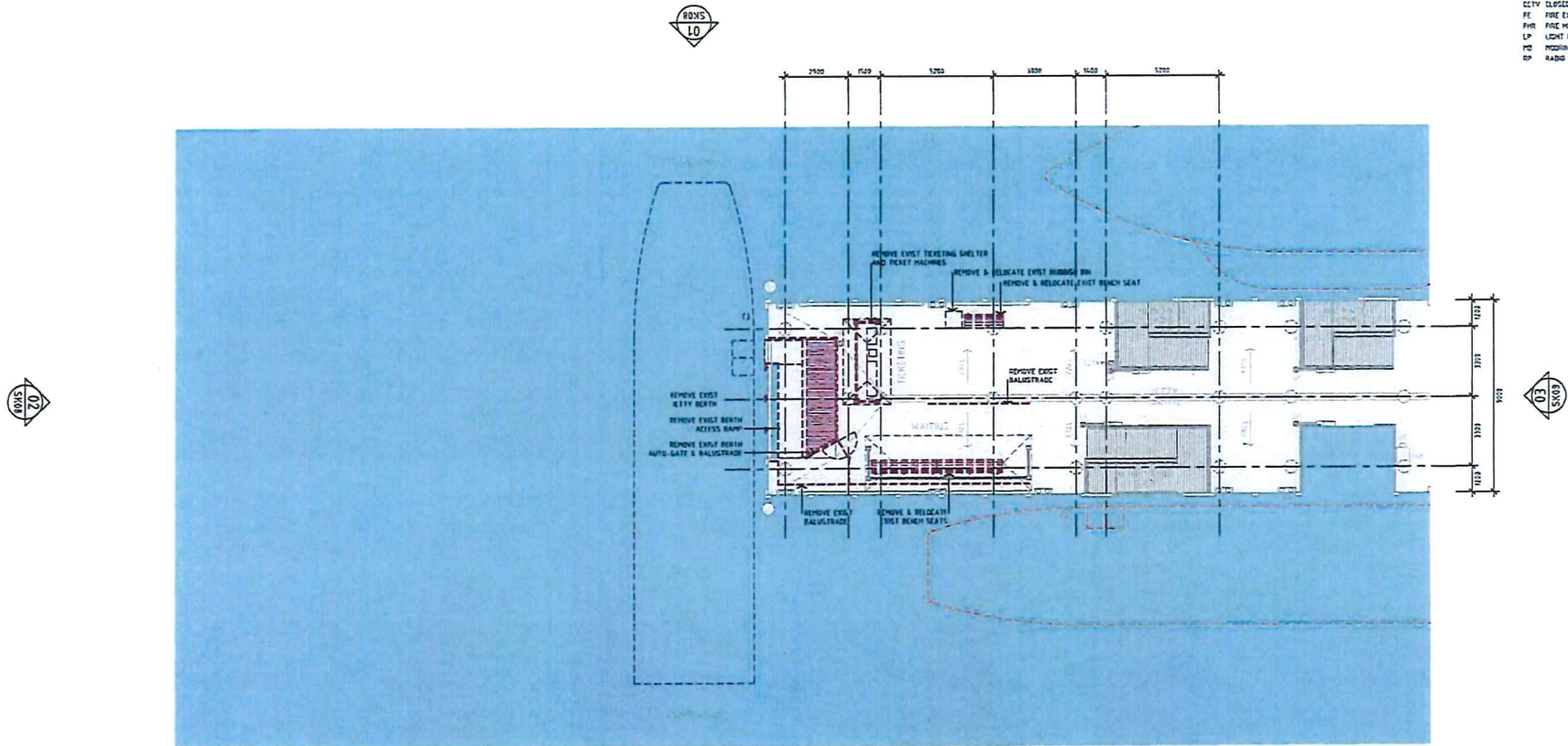
444 Newcastle Street PO Box 327 Leederville Western Australia 6903 T (08) 9328 9888 F (08) 9328 9811 E mps@mpsarch.com.au mpsarch.com.au		mps ARCHITECTS		C ISSUED FOR REVIEW & COMMENT 05.10.20 AW B FERRY PONTOON UPDATED 24.04.20 AW A PRELIMINARY ISSUE 25.07.20 AW REV AMENDMENT DATE RET.	Drawn JUN 2020 MJS 1:200 Checked Approved CAD Rev Notes	TRANSPerth MENDS STREET JETTY ADDITIONS The drawing has been prepared in accordance with the MPS Quality Management System. It remains the property of MPS ARCHITECTS and shall not be used or copied without permission. The drawing shall be preliminary only and/or not for construction until signed approval.	Drawing Description JETTY ADDITIONS GENERAL ARRANGEMENT PLAN Project No. 20.502	Rev No. SK03 Rev C
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LEGEND

--- DEMOLITION (PRELIMINARY)

ABBREVIATIONS

CCTV CLOSED-CIRCUIT TELEVISION
 FE FIRE EXTINGUISHER
 FHR FIRE HOSE REEL
 LP LIGHT POLE
 PD PADDING SILLARD
 RP RADIO POLE



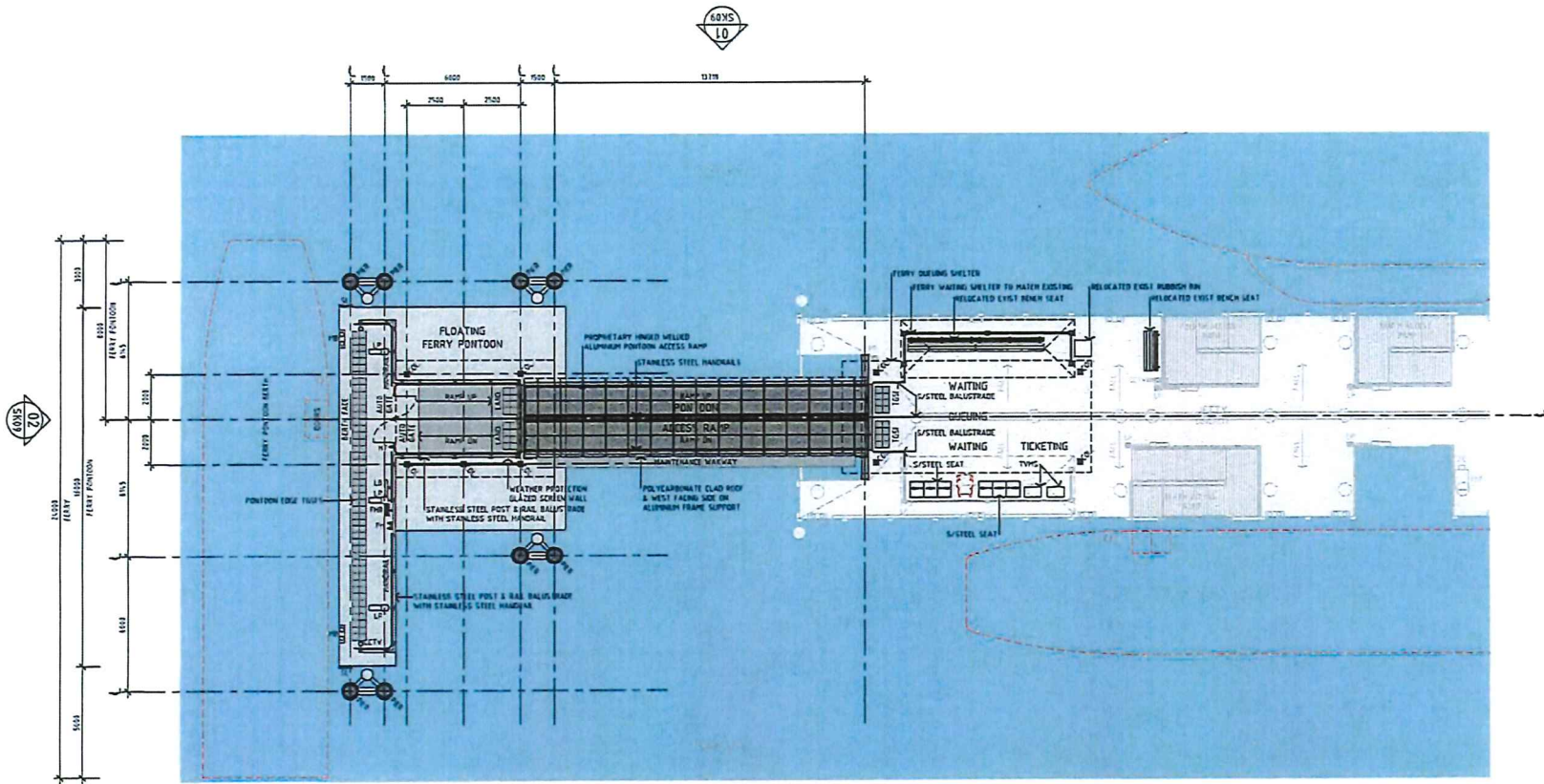
PART PLAN
SCALE 1:100

PRELIMINARY



04
SK05

<p>mpsarch ARCHITECTS</p> <p>444 Newcastle Street PO Box 327 Leederville Western Australia 6703 T (08) 9328 9888 F (08) 9328 9811 E mps@mpsarch.com.au mpsarch.com.au</p>	<p>DESIGNER: mps</p> <p>DATE: JUN 2020</p> <p>PROJECT DESCRIPTION: TRANSPERTH MENDES STREET JETTY ADDITIONS</p>			<p>DRAWING DESCRIPTION: JETTY DEMOLITION PART PLAN</p>		
	<p>DRAWN BY: mps</p> <p>SCALE: 1:100</p>			<p>PROJECT NO.: 20.502</p>		
	<p>CHECKED BY: mps</p>			<p>ISSUE NO.: SK05</p>		
	<p>DATE: 19/02</p>			<p>REV: AV</p>		
	<p>DATE: 05/12/19</p>			<p>DATE: AV</p>		



PART PLAN
SCALE 1:100

PONTOON SCREEN WALL

1. SCREEN GLAZING TO BE GRADE 'A' SAFETY GLASS, LAMINATED IN ACCORDANCE WITH AS1088, HAVING A MINIMUM THICKNESS OF 10.30mm.
2. SCREEN GLAZING TO BE SET IN A PURCHASE MADE STRUCTURAL STEEL FRAMING SYSTEM WITH A PANEL FINISH FINED TO THE OUTSIDE FACE OF COLUMN USING ANTI-TAMPER STAINLESS STEEL FINNCS E. ACCRN BOLTS/NUTS OR COUNTERSINKING SCREWS.

RAMP CLADDING/SHEETING

1. CLADDING TO BE ALUMINUM PLATE SHEET (ALUMINUM 5052 OR EQUAL APPROVED SET IN A PROPRIETARY ANODISED ALUMINUM STRUCTURAL FRAMING SYSTEM (BARRON SIGHT LINE, FLUSH FACE SYSTEM).

ABBREVIATIONS

- COL COLUMN
- CTVY CLOSED-CIRCUIT TELEVISION
- FE FIRE EXTINGUISHER
- FH FIRE HYDRANT
- FHR FIRE HOSE REEL
- HT HOSE TAP (PORTABLE WATER)
- LP LIGHT POLE
- LB LIFE BUOY
- MS MOORING BOLLARD
- RP RABBIT POLE
- SL SAFETY LADDER
- TECI TACTILE GROUND SURFACE INDICATOR

PONTOON LIGHTING

1. THE MENDS STREET JETTY EXTENSION LIGHTING INSTALLATION WILL BE DESIGNED IN ACCORDANCE WITH THE PUBLIC TRANSPORT AUTHORITY'S LIGHTING DESIGN, INSTALLATION AND MAINTENANCE REQUIREMENTS SPECIFICATION AND SHALL COMPLY WITH THE LATEST EDITION OF RELEVANT AUSTRALIAN STANDARDS.
2. ALL LIGHT FIXTURES WILL BE LED TYPE.
3. THE LIGHTING INSTALLATION WILL BE DESIGNED TO BE FIT FOR PURPOSE TO ALLOW NIGHT TIME OPERATIONAL ACTIVITIES TO TAKE PLACE AND TO FACILITATE CCTV AND OTHER SECURITY SURVEILLANCE REQUIREMENTS.
4. LIGHT POLE TYPE, COLOUR AND LIGHT FIXTURES WILL BE SIMILAR AND CONSISTENT WITH THE ADJOINING JETTY INFRASTRUCTURE.
5. LIGHTING MATERIAL FINISHES INCLUDE STAINLESS STEEL, ALUMINUM, GALVANIZED STEEL AND POWDER COAT WITH ANTI-ABRASIVE COATINGS.

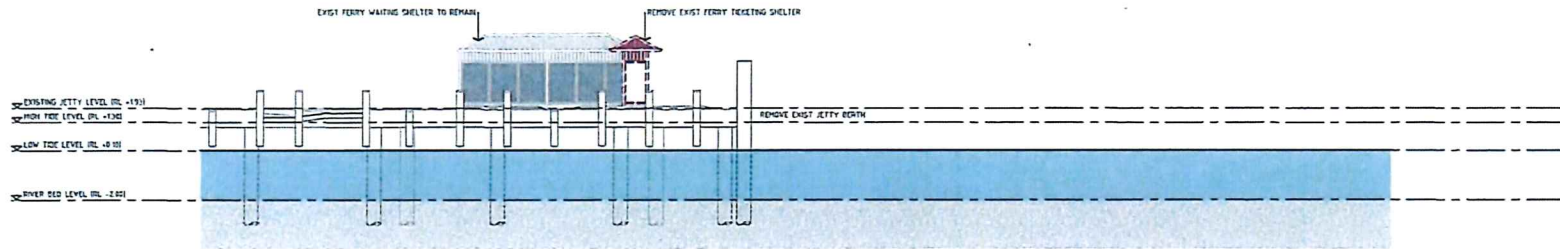


PRELIMINARY

646 Newcastle Street PO Box 327 Leetonville Western Australia 6703 T (08) 9328 9888 F (08) 9328 9811 e mps@mpsarch.com.au mpsarch.com.au		Issued for Review & Comment 26.09.20 A/W	28.10.20 A/W	Project Description TRANSPerth MENDS STREET JETTY ADDITIONS	Drawing Description JETTY ADDITIONS PART PLAN
		Issued for Review & Comment 26.09.20 A/W	28.10.20 A/W		

LEGEND
 - - - - - DEMOLITION (PRELIMINARY)

ABBREVIATIONS
 CM CONVEYER MACHINE
 TMV TICKET VENDING MACHINE

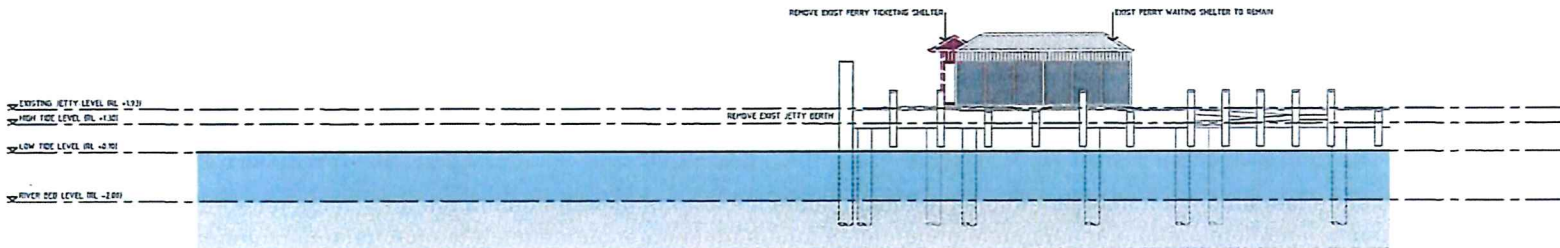


01 ELEVATION
 SK05 SCALE 1:100



02 ELEVATION
 SK05 SCALE 1:100

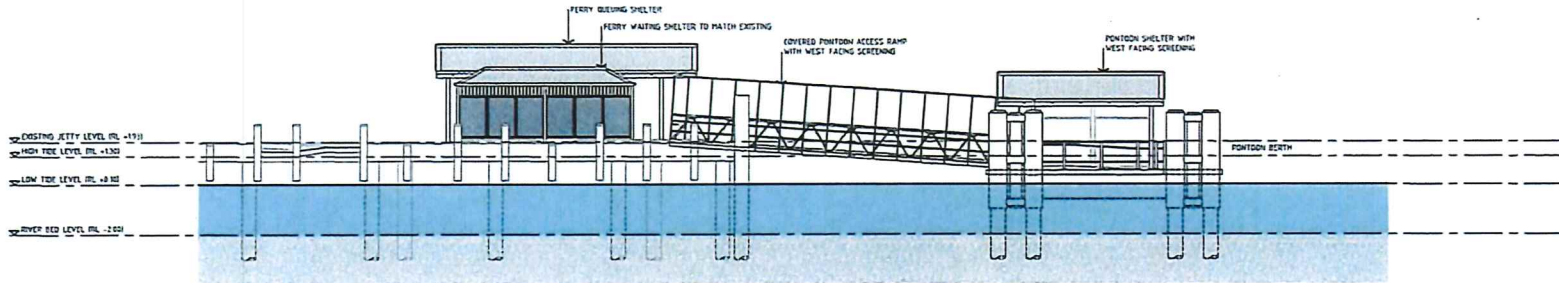
03 ELEVATION
 SK05 SCALE 1:100



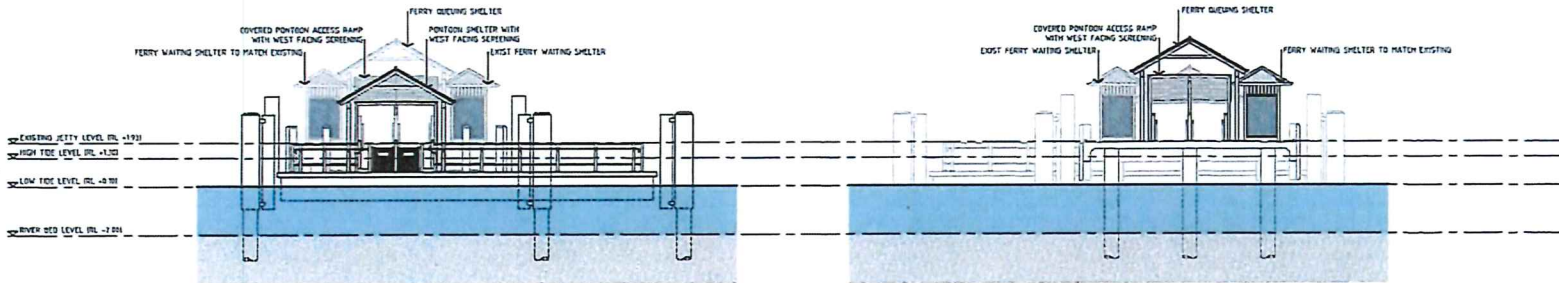
04 ELEVATION
 SK05 SCALE 1:100

PRELIMINARY

644 Newcastle Street PO Box 327 Leederville Western Australia 6703 T (08) 9328 9888 F (08) 9328 9811 E mps@mpsarch.com.au mpsarch.com.au		3 ISSUED FOR REVIEW & COMMENT 4 PRELIMINARY ISSUE	25.10.22 22.07.22	A/V A/V	JUN 2020 1:100 1:100	TRANSPERTH MENDES STREET JETTY ADDITIONS	Jetty Demolition Jetty Demolition Part Elevations
		No. APENDMENT DATE	DATE	DATE	DATE	DATE	Project No. 20.502 Draw No. SK08 Rev. B

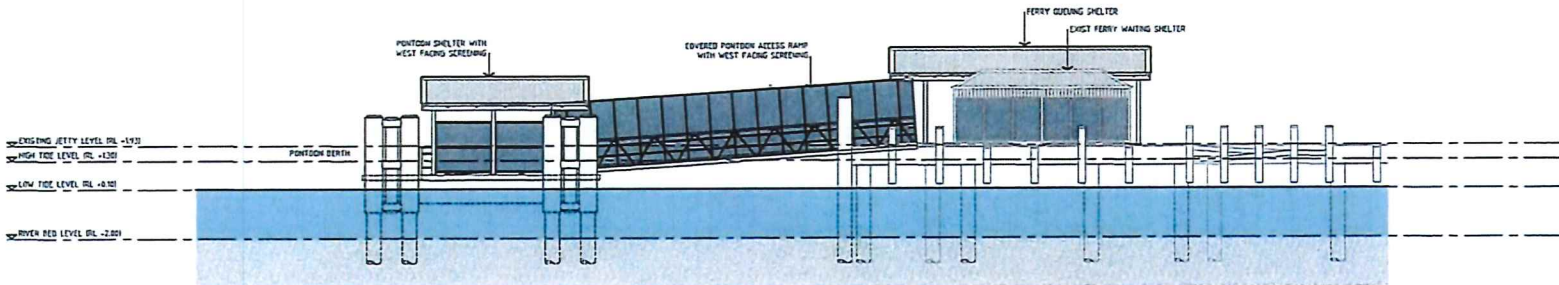


01 ELEVATION
SK06 SCALE 1:100



02 ELEVATION
SK06 SCALE 1:100

03 ELEVATION
SK06 SCALE 1:100



04 ELEVATION
SK06 SCALE 1:100

PRELIMINARY

444 Newcastle Street PO Box 327 Leederville Western Australia 6903 T (08) 9328 9888 F (08) 9328 9811 E mps@mpsarch.com.au mpsarch.com.au		Revision Date Drawn Checked Approved	Revision Date Drawn Checked Approved	Project Description TRANSPERTH MENDES STREET JETTY ADDITIONS	Drawing Description JETTY ADDITIONS PART ELEVATIONS		
		C ISSUED FOR REVIEW & COMMENT B FERRY PONTOON UPDATED A PRELIMINARY DESIGN	26.02.20 26.02.20 05.01.20	AM AW JLP	Project No. 20,502	Drawing No. SK09	Revision C
		No. AMENDMENT	DATE	INT.	This drawing has been prepared in accordance with the GPS Quality Management System. It remains the property of GPS Architects and shall not be used or copied without permission. This drawing shall be preliminary and used for use for construction will require approval.		

From:
To: [Rivers Planning](#)
Subject: RE: Referral for Comment - Part 5 - 2020/2581 - Upgrade and extension of Transperth's Mend Street Jetty - Lot 301 Vol 3151 on Folio 548 Plan 47451 - Public Transport Authority
Date: Monday, 14 December 2020 10:34:19 AM
Attachments:

[External Email] This email was sent from outside the department – be cautious, particularly with links and attachments.

Good morning,

Thank you for the opportunity to comment on the proposal by the Public Transport Authority (PTA) to upgrade and extend the Mends Street jetty. In response, the City provides the following comments.

The City of South Perth is pleased the PTA is planning to upgrade customer facilities on the Mends Street jetty to improve access to the ferry. This will add significantly to customer amenity and importantly, disability access. While this is to be applauded, further consideration should be given to improving the overall use and amenity of the jetty. The City has produced a Masterplan for the Mends Street precinct ('Connect South') prior to initiating works on the foreshore at what is now known as 'Mindeerup'. Part of the Masterplan brief was to consider the future layout of the Mends Street jetty from the City's perspective. The City engaged MP Rogers and Associates (MRA) to assist with this task. In conjunction with the City, MRA has produced a concept for the future use of the foreshore at Mends Street, including the existing Mends Street jetty (attached). The City has provided the PTA and the jetty owner, Department of Transport (DoT), with copies of the concept.

The PTA's proposed floating jetty is consistent with aspects of the Connect South Masterplan jetty concept however is only considering the section where passengers embark / disembark. The City believes there are opportunities for additional improvements to access and useability of the jetty which can be achieved at relatively low cost by the DoT. These are outlined below:

1. Remove cut-outs, rails and ramps to improve useable space on the jetty
The western side of the jetty deck has two cut-out areas which reduce the useable space on the jetty deck (see attached image). One of these was used as a contingency berthing area for the ferry and includes a ramp and handrails. There are no leases on the western side of the jetty and increasing the available space would improve access and useability of the jetty. The internal railing and ramps could be removed and the cut-out areas decked over to improve space on the jetty.
2. Re-decking of the whole jetty
Along with filling the cut-out areas, the entire jetty surface could be considered for re-decking. It is currently piecemeal, with varying surfaces, levels and paths of travel. Service locations and other features are not overly consistent. This could be improved with the filling of the cut-out areas and re-decking of the surface, improving layout of the

jetty.

3. Widening the pinch point past Mr Walker

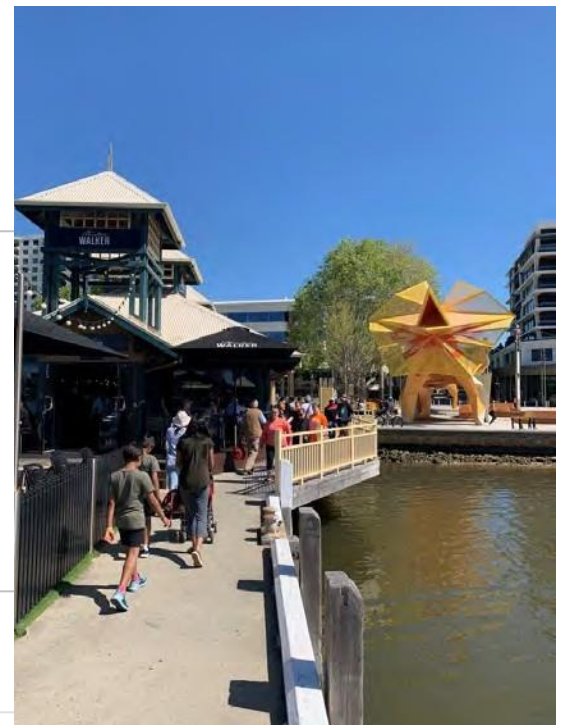
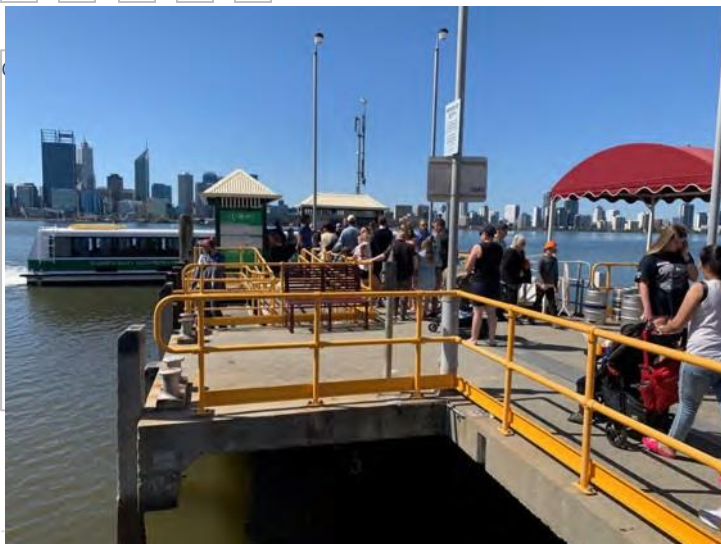
While compliant with standards, the walkway past Mr Walker provides a pinch point and does not encourage ease of use of the jetty (see attached image). This could be greatly improved by widening this area.

4. Creation of short-term recreational berthing on the western side of the jetty

As there are no lease areas over this side of the jetty and it is not required for contingency ferry berthing, short term mooring or drop offs could be considered to improve activation of the area. This would need management and the potential conflicts would need consideration however the City considers this is all manageable.

The City recognises these proposed improvements are outside the scope of the current application by the PTA, however believes these matters should be brought to the attention of the DBCA. The City's view is that an overall plan for the future of the Mends Street jetty should be undertaken by the relevant state agency, most likely the DoT, then funded and implemented by the State.

Regards,



From: Rivers Planning <rivers.planning@dbca.wa.gov.au>

Sent: Monday, 16 November 2020 4:58 PM

To: enquiries <enquiries@southperth.wa.gov.au>

Subject: Referral for Comment - Part 5 - 2020/2581 - Upgrade and extension of Transperth's

From:
To: [Rivers Planning](#)
Subject: RE: Referral for Comment - Part 5 - 2020/2581 - Upgrade and extension of Transperth's Mend Street Jetty - Lot 301 Vol 3151 on Folio 548 Plan 47451 - Public Transport Authority
Date: Thursday, 26 November 2020 11:24:56 AM
Attachments: [image001.png](#)
[Part 5 Lot301 DP47451 \(CT Vol3151Folio548\) Upgradeandextension Transperth Mend St Jetty PTA.pdf](#)

[External Email] This email was sent from outside the department – be cautious, particularly with links and attachments.

Good morning,

Thank you for your email seeking comment from the Department of Planning, Lands and Heritage (DPLH) regarding the proposed upgrade and extension of Transperth's Mend Street Jetty - Lot 301 on Plan 47451 (CT 3151/548) for the Public Transport Authority.

A review of the Aboriginal Heritage Register of Places and Objects as well as the DPLH Aboriginal Heritage Database concludes that location of the proposed works intersects with Registered Aboriginal site ID 3536 (Swan River). Therefore, based on the information held by DPLH, approvals under the *Aboriginal Heritage Act 1972* (AHA) are required.

DPLH encourages proponents to refer to the State's Due Diligence Guidelines (Guidelines) which can be found on the DPLH website at the following link:

<https://www.dplh.wa.gov.au/information-and-services/aboriginal-heritage/land-use-under-the-aha>

The Guidelines will allow proponents to undertake their own risk assessment regarding any proposals impact on Aboriginal Heritage.

Kind regards

www.dplh.wa.gov.au



The Department acknowledges the Aboriginal peoples of Western Australia as the traditional custodians of this land and we pay our respects to their Elders, past and present.

Disclaimer: This email and any attachments are confidential, and may be legally privileged. If you are not the intended recipient, any use, disclosure, distribution or copying of this material is strictly prohibited. If you have received this email in error please notify the sender immediately by replying to this email, then delete both emails from your system.

From: Rivers Planning <rivers.planning@dbca.wa.gov.au>
Sent: Monday, 16 November 2020 5:00 PM
To: Aboriginal Heritage <AboriginalHeritage@dplh.wa.gov.au>
Subject: Referral for Comment - Part 5 - 2020/2581 - Upgrade and extension of Transperth's Mend Street Jetty - Lot 301 Vol 3151 on Folio 548 Plan 47451 - Public Transport Authority

Department of Transport (DoT) has no objection in principle to the proposal proceeding subject to the following conditions:

1. The proponent is to enter into a seabed lease over the proposed ferry jetty development footprint and adjoining vessel berthing/mooring areas prior to works commencing.
2. The proponent will require a Jetty licence from DoT prior to works commencing.
3. The proponent is responsible for the future maintenance and operations of the proposed ferry jetty.
4. The vessel decoy owner / operator is fully consulted and endorses the extension.
5. It is believed that some commercial wine tour operators use the channel into Coode St. Consultation should also be conducted with those operators to ensure no negative impact results from the proposed extension.
6. The proponent relocates the existing jetty light onto the extension at their costs and provides as constructed drawings, photos of the asset once relocated. Should a new structure be required they consult with DoT, navigational aid coordinator for acceptance of the structure prior to installation.
7. Whilst it is unlikely to interfere should the relocation of any courtesy mooring be required as a result of the extension the proponent is to fund the full costs of relocation.

The following advice is provided for the proponents' information:

1. To obtain a jetty license the proponent will provide/undertake the following:
 - a. The design shall be undertaken by a qualified engineer with experience designing maritime infrastructure.
 - b. The design shall be certified as complying with the relevant design standards (i.e. AS3962, AS4997 and others) by an appropriately experienced Chartered Professional Engineer as recognised by Engineers Australia.
 - c. The design of the proposed ferry jetty shall not place or transfer any loads onto the existing jetty.
 - d. The design shall identify all additional works on the existing jetty which will require modifications to allow for universal access, services, firefighting, etc to the proposed ferry jetty. The proponent shall obtain permission for the works to be undertaken from the owner and shall fund all the works.
 - e. A set of engineering drawings including a site plan of the proposal clearly showing existing structure, existing hazards, new ferry approach, bathymetry and any proposed new navigation aids. The proponent is responsible for the funding of any new navigation aids for this proposal.
 - f. The design shall be independently peer reviewed with a signed document advising of the suitability of the design.
2. Mend St Jetty is nearing its end of design life (2033) and will require replacement/removal in the future. The proponent will be responsible for providing suitable access to the proposed ferry jetty following closure/demolition of the existing structure.