



Department of Biodiversity,  
Conservation and Attractions



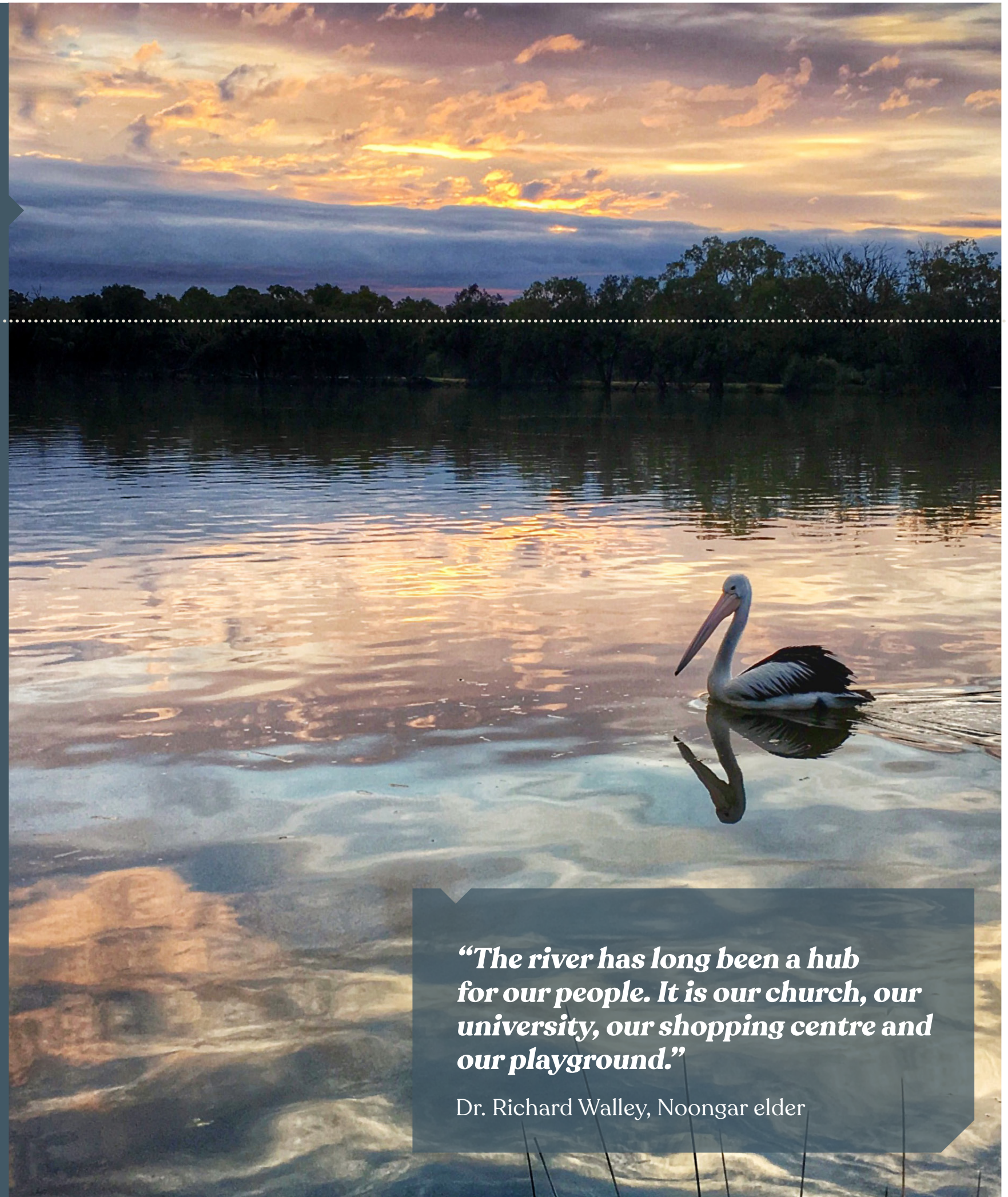
# Perth Water *Buneenboro* Action Plan

August 2020



Ngala kaaditj Whadjuk moort keyen  
kaadak nidja boodja

We acknowledge the Whadjuk people  
as the original owners of this land



Department of Biodiversity,  
Conservation and Attractions



Department of Transport



DevelopmentWA

Tourism  
WESTERN AUSTRALIA



City of Perth



City of  
South Perth



TOWN OF  
VICTORIA

***"The river has long been a hub  
for our people. It is our church, our  
university, our shopping centre and  
our playground."***

Dr. Richard Walley, Noongar elder

Front page image: Reanne Archer



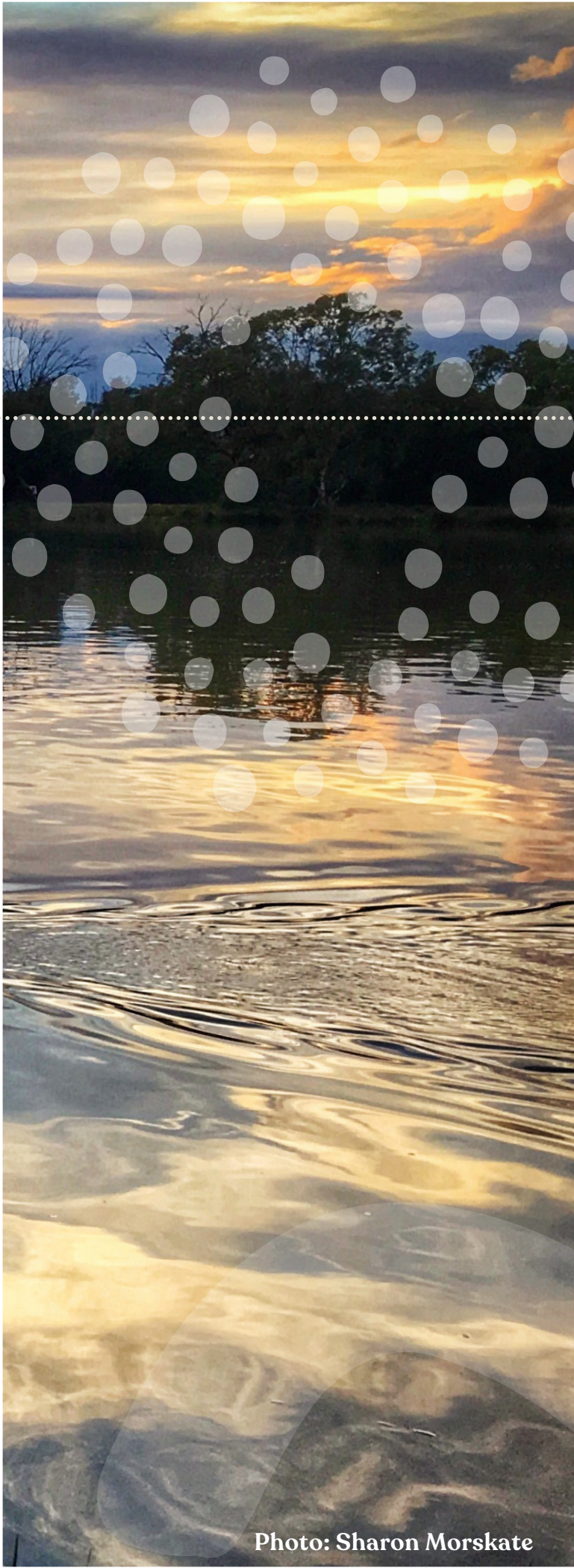


Photo: Sharon Morskate

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# Abbreviations

<b>AHD</b>	Australia Height Datum	<b>ILUA</b>	Indigenous Land Use Agreement
<b>BPB</b>	Burswood Park Board	<b>LGA</b>	Local Government Authority
<b>CBD</b>	central business district	<b>PCEC</b>	Perth Convention and Entertainment Centre
<b>CoP</b>	City of Perth	<b>PTA</b>	Public Transport Authority
<b>CoSP</b>	City of South Perth	<b>PWVG</b>	Perth Water Vision Group
<b>DBCA</b>	Department of Biodiversity, Conservation and Attractions	<b>SWALSC</b>	South West Aboriginal Land and Sea Council
<b>DoT</b>	Department of Transport	<b>TBC</b>	to be confirmed
<b>DPLH</b>	Department of Planning, Lands and Heritage	<b>ToVP</b>	Town of Victoria Park
<b>DWA</b>	Development Western Australia	<b>WAPWSA</b>	Western Australian Powered Water Sports Area
<b>DWER</b>	Department of Water and Environment Regulation		

# Introduction

The Perth Water *Buneenboro* Locality Plan (Locality Plan) is an initiative of the member organisations of the Perth Water Vision Group (PWVG) which comprises eight government agencies, each with an active role in the management of Perth Water *Buneenboro*. The member organisations of the PWVG are listed in Figure 1. The PWVG has been established to improve cross-agency collaboration and guide the Locality Plan's development and implementation.

The Locality Plan brings together “on” and “off” water considerations to provide guidance for recreation, development, restoration and rehabilitation within the policy area, which is shown in Figure 2.

The Locality Plan establishes a vision and key policy positions to direct and inform all types of development (including use of the land and water) within the locality, supported by a series of intended development outcomes that are to be demonstrated as part of any development proposal.

The Locality Plan is supported by the Perth Water *Buneenboro* Action Plan (Action Plan), a rolling five year action plan which identifies a list of actions which member organisations of the PWVG aim to implement to achieve the vision and objectives of the Locality Plan. The Action Plan will be updated as new actions arise.

These documents have been prepared in support of State Planning Policy 2.10 Swan-Canning River System established under the Planning and Development Act 2005 and to assist in implementing the Swan Canning River Protection Strategy.

The Locality Plan is adopted as policy under the Swan and Canning Rivers Management Act 2006 and will be given due regard by the Department of Biodiversity, Conservation and Attractions (DBCA) and the Swan River Trust when determining applications and providing advice to other statutory decision makers.

The Action Plan, while not adopted as policy, will be updated on a regular basis, and will inform the strategic planning and works programs of the member organisations of the PWVG.

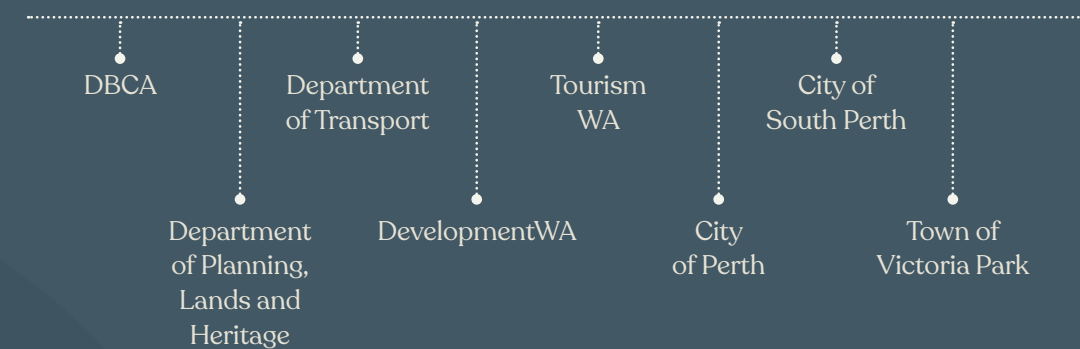


Figure 1 – Perth Water Vision Group

## Planning for a Water Sensitive Perth

Planning for Perth Water *Buneenboro* is being undertaken in line with the aspirations of the Vision and Transition Strategy for a Water Sensitive Greater Perth (2018). The four themes of the Strategy are:

**Theme 1:** Fostering stewardship of the system

**Theme 2:** Protecting and enhancing the wellbeing of people and the environment

**Theme 3:** Integrating and engaging with the built and natural landscape

**Theme 4:** Sustaining the long-term use of Perth's resources

These themes and their supporting guiding principles underpin the Locality Plan.



# Action Plan

Action	Timing (years) 0-2, 2-5, 5+	Lead agency	Support agencies	Estimated value / budget*	Key considerations
<b>1 – Culture, tourism and recreation</b>					
<b>1.1 Valuing Whadjuk Noongar culture</b> Review and update Whadjuk Noongar place names across the locality (including those shown in Figure 3 of the Perth Water <i>Buneenboro</i> Locality Plan).	2-5	DBCA	SWALSC**	...	Future locality plans, heritage studies
<b>1.2 Whadjuk Noongar / Noongar Cultural Centre</b> Support Department of the Premier and Cabinet in the investigation of potential sites for the location of a Whadjuk Noongar / Noongar Cultural Centre within proximity to Perth Water <i>Buneenboro</i> . Opportunities should be explored to reinforce cultural and physical connection to the Swan Canning river system as a key culture element of the Whadjuk belief system. This may extend to explore options for a Whadjuk cultural centre in proximity to Perth Water <i>Buneenboro</i> .	2-5	DBCA	SWALSC**, LGA;	...	Commencement of Whadjuk People Indigenous Land Use Agreement (ILUA)  WA Cultural Infrastructure Strategy
<b>1.3 Tourism</b> Nature based and cultural tourism experiences associated with Perth Water and the direction provided by the PWLP are recognised as an important element of the WA Tourism Strategy	0-2	TWA	DBCA	..	WA Tourism Strategy
<b>1.4 Indigenous tourism</b> Facilitate establishment of additional Aboriginal tourism businesses around Perth Water <i>Buneenboro</i> . The program should include: <ul style="list-style-type: none"><li>- Development of measures to attract and engage members of the Whadjuk Noongar community as business operators (e.g. call for expression of interest, delivery of training and mentorship); and</li><li>- Assist with marketing of Aboriginal tourism businesses that operate within Perth Water <i>Buneenboro</i> to improve awareness of increasing tourism services.</li></ul>	0-2	TWA	DBCA, SWALSC**, WAITOC	...	WA Tourism Strategy; Aboriginal Tourism Action Plan 2020-2024

\* excluding agency internal governance / administration costs

\*\* SWALSC, acting on behalf of the Whadjuk Noongar ILUA Group. Following commencement of the Whadjuk People ILUA, the Whadjuk Noongar Regional Corporation will be responsible for leading on these activities.

Action	Timing (years) 0-2, 2-5, 5+	Lead agency	Support agencies	Estimated value / budget*	Key considerations
<b>2 – Natural values and resilience</b>					
<b>2.1 Maintain nature and function of the river</b>					
a) Conduct an asset audit of the foreshore structures, drains and drainage networks including confirmation of levels relative to Australian Height Datum (AHD), in order to inform sea level rise assessment on flooding.	0-2	LGAs/ Water Corp		...	<i>Water Services Act 2012</i> , LGAs drainage infrastructure maintenance plans
b) Develop and implement an infrastructure upgrade and maintenance plan that responds to the impacts of climate change and long-term sea (river) level rise. This should consider relocation of drainage infrastructure, appropriate design responses based on acceptable levels of inundation of recreational and transport assets, as well as erosion impacts.	5+	LGAs/ Water Corp	DoT, DWA	...	Best Management Practices for Foreshore Stabilisation, DBCA development policies in the Swan Canning Development Control Area
<b>2.2 Landscape and vegetation</b>					
a) Explore opportunities to expand the Wildflower Capital Initiative throughout the locality.	0-2	LGA's	DBCA	.	
b) Develop landscape and planting guidelines for the locality incorporating flora that is indigenous to the locality.	0-2	DBCA	LGAs	..	LGAs current policies and strategies for greening and landscape management
c) Develop and implement a green infrastructure linkage plan with the aim of strengthening the vegetated linkages between the locality, the adjacent foreshore reserves, nearby parkland and along movement networks.	5+	LGAs	DBCA	..	Wildflower Capital initiative and Wildflower Way Initiative
d) Develop breeding habitats for iconic fauna (e.g. black swan, long-necked tortoise) in suitable areas of foreshore (e.g. Clydesdale Reserve).	5+	LGAs	DBCA	..	

\* excluding agency internal governance / administration costs

• \$0-\$50,000 | .. \$50,000 - \$100,000 | ... \$100,000 - \$500,000 | .... \$500,000+

Action	Timing (years) 0-2, 2-5, 5+	Lead agency	Support agency	Estimated value / budget*	Key considerations
<b>3 – Foreshore activation</b>					
<b>3.1 City of Perth Riverfront Masterplan</b>					
Develop a masterplan for the Perth Water <i>Buneenboro</i> section within City of Perth (CoP), located east of Elizabeth Quay to Matagarup Bridge: <ul style="list-style-type: none"> <li>- Explore opportunities to relocate Riverside Drive;</li> <li>- Explore opportunities to redevelop Terrace Road car park to strengthen connection between the foreshore, Perth Concert Hall and Government House, to expand cultural attractions and provide supporting uses that respect viewsheds and maintain public access and public tenure;</li> <li>- Improve/provide for a more natural interface with the river, noting that CoP foreshore infrastructure, such as the riverwall, is nearing end of life;</li> <li>- Design to minimise fill requirements and accommodate inundation; and</li> <li>- Investigate a secondary activity node at an appropriate location along Langley Park with appropriate infrastructure provision to facilitate a broader range of activities, and provide for improved non-vehicle connectivity throughout the foreshore areas (e.g. between Langley Park and Ozone Reserve).</li> </ul>	0-2	CoP		...	CoP City Planning Strategy; DWA statutory planning authority framework
<b>3.2 Foreshore activation and servicing</b>					
a) Identify opportunities to locate pop up food and beverage vans within identified activity nodes and where possible, co-locate with expanded active transport hire stations and paddle craft facilities at: <ul style="list-style-type: none"> <li>- Mill Point;</li> <li>- Langley Park (e.g. the Langley Park Pump Station);</li> <li>- Coode Street;</li> <li>- McCallum Park; and</li> <li>- Nelson Ave / Matagarup Bridge.</li> </ul>	0-2	LGAs		•	CoP City Planning Strategy; CoP Riverfront Masterplan; Future plans for PCEC;
b) Explore opportunities for construction of essential infrastructure (for example sewerage connection) for pop-up businesses at local activity nodes.	0-2	LGAs		...	DWA Planning Framework; CoP Riverfront Masterplan
c) Install universally accessible toilets at Mends Street (Mindeerup) to supplement Elizabeth Quay and Waterbank locations.	2-5	CoSP		...	
d) Explore interim uses of existing underutilised infrastructure at Barrack Square, for example Jetty 1 (currently underutilised and not publicly accessible) may be adaptable for equipment hire and patron pick-up / drop-off for commercial operators.	0-2	DoT	DBCA	•	DWA Normalisation; Structural limitations of associated aging infrastructure
<b>3.3 Helipads</b>					
Investigate options for land-based helipads.	0-2	DBCA	LGAs	•	Contingent on commercial viability of on-water helipad

\* excluding agency internal governance / administration costs

• \$0-\$50,000 | •• \$50,000 - \$100,000 | ••• \$100,000 - \$500,000 | •••• \$500,000+



Action	Timing (years) 0-2, 2-5, 5+	Lead agency	Support agencies	Estimated value / budget*	Key considerations
<b>4 – On-water activities</b>					
<b>4.1 Proactive management of commercial and tourism opportunities</b>					
a) In order to proactively facilitate new on-water opportunities formalise an expression of interest, approvals and management process for on-water commercial uses (new and expanded) to balance economic, social and environmental values.	0-2	DBCA	TWA	..	
b) Develop standard approval conditions for operations within the Commercial Water Sports Area, including restriction on operations during major events (e.g. Skyshow).	0-2	DBCA		.	
<b>4.2 Assessing development impacts of on-water development</b>					
Develop policy requiring proponents of new or expanded commercial river developments to provide a transport and infrastructure access and impact statement detailing key operational and environmental considerations	0-2	DBCA	DoT	.	
<b>4.3 Courtesy moorings</b>					
Expand capacity of the courtesy mooring system by:					
a) Reconfiguring moorings between the Narrows Bridge and Elizabeth Quay (to also accommodate the approved entertainment barge); and	0-2	DoT	DBCA	.	
b) Considering where additional or new areas for courtesy moorings could be located. Particular attention should be given to Mends Street, Coode Street, Claisebrook Cove and Perth Stadium.	0-2	DoT	DBCA	..	
<b>4.4 Facilitate opportunities for ongoing operation of commercial seaplanes</b>					
a) Complete and finalise sea plane trial.	0-2	DBCA		.	
b) Establish seaplane operational guidelines to address:				.	
- Aircraft movements (total number of take-off and landings);	0-2	DBCA			
- Hours of operation;					
- Flight path;					
- Noise management;					
- Prevention of refueling activities within the locality; and					
- Strategies for wildlife protection and strike management.					
c) Formalise a proactive process to manage commercial proposals and expressions of interest, including selection criteria and process, implementation and management and commercial terms for ongoing operation.	0-2	DBCA		.	
<b>4.5 Hire of recreational craft/vessels</b>					
Investigate options for future hire facilities at key activity nodes including options for hire of recreation craft/vessels at Elizabeth Quay.	0-2	LGAs	DBCA, DWA, DoT	.	

\* excluding agency internal governance / administration costs

• \$0-\$50,000 | .. \$50,000 - \$100,000 | ... \$100,000 - \$500,000 | .... \$500,000+

Action	Timing (years) 0-2, 2-5, 5+	Lead agency	Support agencies	Estimated value / budget*	Key considerations
4 – On-water activities					
<b>4.6 WA Powered Water Sports Area</b>					
a) Review current arrangement with a view to improve utilisation and management of the Western Australian Powered Water Sports Area (WAPSWA). The following initiatives are to assist in this process: <ul style="list-style-type: none"><li>Burswood Management Aquatic Group to continue to act as the management agency for coordination of club activities;</li><li>WAPWSA to provide ongoing details and records of all activities within the WA Powered Water Sports Area; and</li><li>WAPWSA to be licenced to use the WA Powered Water Sports Area.</li></ul>	0-2	DoT, DBCA		•	
b) Develop a management framework and communications plan including provision of appropriate signage both on water and on land to ensure full public awareness of access restrictions within the WA Powered Water Sports Area.	0-2	DoT	LGAs, DBCA, BPB	•	
<b>4.7 Aquatic Use Review</b>					
Implement outcomes of the Aquatic Use Review (see Appendix 1).	0-2	DoT	DBCA	•	

\* excluding agency internal governance / administration costs  
• \$0-\$50,000 | •• \$50,000 - \$100,000 | ••• \$100,000 - \$500,000 | •••• \$500,000+



Action	Timing (years) 0-2, 2-5, 5+	Lead agency	Support agencies	Estimated value / budget	Key considerations
<b>5 – Circulation and movement</b>					
<b>5.1 Active transport</b>					
Improve active transport connections to deliver equitable choices for all user groups, ages and abilities (e.g. pedestrian, cycling, electric scooters, segways):					
a) Address gaps in pedestrian and active transport facilities (e.g. bicycle parking, seating, shade, water stations) at activity nodes;	0-5	LGAs	DoT	....	CoP Riverfront Masterplan
b) Progressively install separated paths where they are currently shared;	2-5	LGAs		....	
c) Improve north-south connection from Langley Park to the foreshore;	2-5	CoP	DBCA, DoT	...	
d) Across the Causeway, resurface the existing shared footpath/cycle path and investigate alternative safety railings to widen the shared path, or re-allocate road space;	2-5	DoT	CoP, ToVP, DBCA	.... depending on options	
e) Investigate the feasibility of Heirisson Island pedestrian and cycle only bridge; and	5+	DoT		.... depending on options	
f) Investigate the opportunity to unify active transport hire/share across the locality: <ul style="list-style-type: none"> <li>- Consider locations for cycle stands;</li> <li>- Consider integration with passive on-water craft hire, for example kayaks and paddle boards; and</li> <li>- Subject to the above, and in addition to Point Fraser and South Perth Esplanade, locate potential self-service cycle hire stations and supporting infrastructure at: <ul style="list-style-type: none"> <li>• Coode Street;</li> <li>• McCallum Park;</li> <li>• Waterbank;</li> <li>• Langley Park;</li> <li>• Mends Street (Mindeerup);</li> <li>• Burswood Park; and</li> <li>• Nelson Ave.</li> </ul> </li> </ul>	2-5	LGAs	DWA, TWA	..	
g) Identify an appropriate location for improved bicycle parking facilities on Heirisson Island <i>Matagurup</i> .	0-2	CoP		.	
<b>5.2 Wayfinding and trails</b>					
a) Develop and implement a locality-wide wayfinding strategy and supporting signage guidelines (including dual Noongar-English naming of sites) that unify locality information and connect visitors with surrounding local destinations.	2-5	LGAs	DBCA, TWA	..	CoP Riverfront Masterplan WA Tourism Strategy; Aboriginal Tourism Action Plan 2020-2024
b) Develop active travel maps, for walking and cycling, that promotes the locality or features of the locality such as cultural heritage, native flora and fauna and public art. This will consider options for digital access and display.	0-2	TWA	LGAs	.	
c) Establish electronic circuit/permanent distance markings on paths around Perth Water <i>Buneenboro</i> to designate running/cycling circuits.	0-2	LGAs		.	

\* excluding agency internal governance / administration costs

• \$0-\$50,000 | .. \$50,000 - \$100,000 | ... \$100,000 - \$500,000 | .... \$500,000+

Action	Timing (years) 0-2, 2-5, 5+	Lead agency	Support agencies	Estimated value / budget	Key considerations
5 – Circulation and movement					
5.3 Expand bus and ferry services					
Explore opportunities for improved public transport services within the local areas:					
a) Undertake a feasibility assessment for introducing expanded capacity, routes and frequency of bus transport services (e.g. Central Area Transit).	2-5	PTA	DoT, LGAs	•	Perth Greater CBD Transport Plan; Implementation and timeframe dependant on public/private service
b) Undertake a feasibility assessment for introducing a ‘Hop on Hop off’ tourism shuttle provider to the South Perth foreshore.	5+	PTA	DoT, LGAs, TWA	•	
c) Subject to demand, review previous studies (such as ‘Perth’s Ferry Services – Current Status and Future Use’ report) and investigate the viability of the potential for new ferry routes and vessels, to increase cross river connections.	2-5	DoT	TWA, DBCA	••	
5.4 Improve jetty and ferry infrastructure					
Review existing jetties and plan for required upgrades (including consideration of sea level rise) and future provision for potential expanded and additional water-based transport, such as increased ferry services (public and private) and water taxis:	5+	DoT	LGA, DBCA,BPB, DWA	••••	Connect South Masterplan; CoSP Foreshore Management Plan; Barrack Square Masterplan (Future Action 3.4)
<ul style="list-style-type: none"><li>- Elizabeth Quay – capacity review of existing jetty;</li><li>- Mends Street – capacity review of existing jetty;</li><li>- Mends Street – upgrade jetty, and relocate cafe facility to improve access;</li><li>- Coode Street – upgrade jetty;</li><li>- Point Fraser, Claisebrook Cove and Perth Stadium – capacity review; and</li><li>- Barrack Square – establish future function and role within the Perth transport network, upgrade and redevelop as a fit for purpose facility.</li></ul>					

\* excluding agency internal governance / administration costs

• \$0-\$50,000 | •• \$50,000 – \$100,000 | ••• \$100,000 – \$500,000 | •••• \$500,000+



Action	Timing (years) 0-2, 2-5, 5+	Lead agency	Supporting agency
<b>6 – Governance</b>			
<b>6.1 Formalise and expand Perth Water Vision Group</b> The PWVG will be retained to provide oversight for the Locality Plan implementation and to improve stakeholder engagement and communication, locality management, approvals process and timelines. Membership will include: <ul style="list-style-type: none"> <li>- Existing agency members;</li> <li>- The Chair of the Whadjuk Advisory Group (once established); and</li> <li>- Additional agencies as appropriate.</li> </ul>	0-2	DBCA	
<b>6.2 Form Perth Water Buneenboro Whadjuk Advisory Group</b> Establish a Traditional Owners Advisory Group to consider issues and opportunities affecting the Whadjuk community, with particular focus on development, management, partnerships, uses and activities, cultural interpretation and economic development opportunities. The traditional owners will have direct ancestral connection to Perth Water <i>Buneenboro</i> .	2-5	DBCA	LGAs SWALSC**
<b>6.3 Commercial leasing and tenure</b> Develop template riverbed lease agreements for short and long-term commercial developments. Key lease requirements will include: <ul style="list-style-type: none"> <li>- Preference for short term leases (e.g. 5 years); and</li> <li>- Alignment with related land-based leases.</li> </ul>	0-2	DBCA	
<b>6.4 Management of unsolicited proposals</b> Develop and implement guidelines to set out a pre-lodgement evaluation process to provide DBCA with a high-level summary of critical information to manage proposals in the Swan Canning Development Control Area. The guidelines will assist DBCA in: <ul style="list-style-type: none"> <li>- Determining the appropriateness of the proposal;</li> <li>- Requesting changes to specific aspects of the proposal; and</li> <li>- Determining whether to proceed to a competitive process through expressions of interest.</li> </ul> The guidelines will also assist the Swan River Trust in deciding whether to provide landowner consent for the application in relation to proposals within the River reserve.	0-2	DBCA	LGA

\* excluding agency internal governance / administration costs

\*\* Responsibilities to transfer to Whadjuk Body Corporate on finalisation of South West Native Title Settlement and commencement of the Whadjuk People Indigenous Land Use Agreement.

• \$0-\$50,000 | •• \$50,000 - \$100,000 | ••• \$100,000 - \$500,000 | •••• \$500,000+

# Future Actions

Action	Lead agency	Support agencies	Estimated value / budget*	Key considerations
<b>1 – Culture, tourism and recreation</b>				
<b>1.5 Cultural Landscape Management Plan</b> Develop a Cultural Landscape Management Plan to: <ul style="list-style-type: none"><li>- Establish an understanding of the Aboriginal and non-Aboriginal cultural heritage significance of the area and prepare a statement of significance that encapsulates those values;</li><li>- Conserve places of heritage value for the community to enjoy now and in the future;</li><li>- Identify new opportunities for interpretation of tangible and non-tangible heritage using tools such as public art, signage, wayfinding systems, access infrastructure, digital platforms; and</li><li>- Enable the stories of the area to be celebrated by all facets of the community.</li></ul>	TBC	SWALSC**, DBCA, DPLH	..	Contribution of existing work e.g. Marli Riverpark Interpretation Plan; Finalisation of WA Cultural Infrastructure Strategy; CoP Cultural Mapping Project; Following Whadjuk People ILUA commencement, heritage management planning/activities under the Whadjuk Noongar Heritage Partnership Agreement will likely intersect.
<b>1.6 Planning for Matagarup (Heirisson Island)</b> In collaboration with the Whadjuk Noongar community and PWVG establish a vision and plan for the future of Matagarup (Heirisson Island) with a focus on recognising Aboriginal cultural value and enhancing the natural qualities (including biodiversity values) and features of the Island.	CoP	DBCA, SWALSC**	...	

\* excluding agency internal governance / administration costs

\*\* SWALSC, acting on behalf of the Whadjuk Noongar ILUA Group. Following commencement of the Whadjuk People ILUA, the Whadjuk Noongar Regional Corporation will be responsible for leading on these activities.



Action	Lead agency	Support agencies	Estimated value / budget*	Key considerations
<b>2 – Natural values and resilience</b>				
<b>2.1 Maintain nature and function of the river</b> Prepare a medium to long term strategy for foreshore management with consideration of the impact of sea (river) level rise and other climate change considerations.	LGAs	DBCA	...	LGA Landscape Maintenance Manuals and Procedures
<b>2.2 Best practice landscape management</b> Develop a best practice landscape maintenance manual for the locality to minimise nutrient migration into the Swan River, conserve water and protect native vegetation. The manual will limit the use of chemical fertilisers and pesticides and provide guidance for best practice management of parkland reserves adjoining the River reserve.	LGAs	DBCA	•	LGA Landscape Maintenance Manuals and Procedures
<b>2.3 Water management</b> Conduct an opportunities and constraints analysis of stormwater assets and develop green infrastructure plan solutions to minimise pollutant and sediment inputs to the river and contribute to waterwise city objectives (e.g. daylighting of stormwater pipe network to create living streams, wetlands/biofilters, aquifer recharge, storage and reuse).	LGAs	DBCA, DWER	...	Stormwater Best Practice Management Manual

\* excluding agency internal governance / administration costs

• \$0-\$50,000 | •• \$50,000 – \$100,000 | ••• \$100,000 – \$500,000 | •••• \$500,000+

Action	Lead agency	Support agency	Estimated value / budget*	Key considerations
<b>3 – Foreshore activation</b>				
<b>3.1 David Carr Memorial Park (Narrows Interchange)</b> At David Carr Memorial Park, plan for: <ul style="list-style-type: none"> <li>- Improved environmental outcomes;</li> <li>- Improved public access and opportunities for enjoyment; and</li> <li>- Opportunities for connectivity with the Perth Convention and Entertainment Centre Precinct (PCEC).</li> </ul>	CoP	DBCA	...	CoP City Planning Strategy; CoP riverfront masterplan; Future plans for PCEP; DWA Planning Framework
<b>3.2 Café and dining</b> Investigate the commercial viability for permanent café/restaurant offerings at the following locations: <ul style="list-style-type: none"> <li>- Concert Hall foreshore car park (Langley Park);</li> <li>- Miller's Pool/Old Mill;</li> <li>- Coode Street; and</li> <li>- Taylor Street.</li> </ul>	LGAs	DBCA	...	
<b>3.3 Public toilets</b> a) Install/upgrade universally accessible public toilets at the following locations: <ul style="list-style-type: none"> <li>- Mends Street Jetty (Mindeerup);</li> <li>- Langley Park (e.g. the Langley Park Pump Station);</li> <li>- Waterbank;</li> <li>- Coode Street;</li> <li>- Mill Point;</li> <li>- Hurlingham Road; and</li> <li>- Ellam Street.</li> </ul> b) Upgrade toilets located next to children's playgrounds to include parents rooms (including baby change facilities) and universal access change rooms.	LGAs	DBCA	...	CoP riverfront masterplan; CoSP Foreshore Masterplan; ToVP Foreshore Access and Management Plan
<b>3.4 Barrack Square Masterplan</b> Plan for the upgrade and redevelopment of Barrack Square, noting key infrastructure is nearing end of life, consider: <ul style="list-style-type: none"> <li>- Its commercial viability as the primary water-based transport hub for the Perth CBD;</li> <li>- Discontinuation of long term storage of vessels;</li> <li>- Capacity to accommodate servicing requirements (access/egress, patron safety, waste management, storage, refuelling etc);</li> <li>- Establish new facilities for drop-off and pick-up points and hire equipment; and</li> <li>- Expansion of retail, tourism, food and beverage uses, and facilities associated with recreational use of the river and foreshore.</li> </ul>	DoT/ DBCA	DWA	...	DWA Normalisation; Structural limitations of associated aging infrastructure

\* excluding agency internal governance / administration costs

• \$0-\$50,000 | •• \$50,000 - \$100,000 | ••• \$100,000 - \$500,000 | •••• \$500,000+

# Appendix 1

**Legend**

- 5 knot speed limit
- 8 knot speed limit
- Water ski area
- High speed commercial water sports
- PWC freestyling area
- Swimming prohibited
- WA Power Boat Club area
- Courtesy moorings

**Proposed regulation changes**

- Extend the current Perth Water 8 knot speed limit area to include the current open speed area between the Narrows Bridge and Elizabeth Quay. This will reduce the wash and wake issues currently being experienced.
- Designate the waters west of Mends St Channel as an area where licenced high speed commercial operators such as water skiing, jet boats may operate. Continue to allow all vessels to transit through. Separation to South Perth foreshore - 50 metres.
- Maintain the existing 5 knot speed area from Heirisson Island to the Windan Bridge introduced in 2016 for the construction of the Matagarup Bridge.

The map displays the following areas and regulations:

- 5 knot speed limit:** Indicated by dark blue areas, including the region from Heirisson Island to the Windan Bridge and a section near the Matagarup Bridge.
- 8 knot speed limit:** Indicated by green areas, covering the central part of Perth Water.
- Water ski area:** Indicated by yellow areas, primarily along the eastern shore near the Matagarup Bridge.
- High speed commercial water sports:** Indicated by purple areas, located west of Mends St Channel.
- PWC freestyling area:** Indicated by orange areas, located in the southern part of the water.
- Swimming prohibited:** Indicated by red areas, including a section near the Matagarup Bridge and a small area near Elizabeth Quay.
- WA Power Boat Club area:** Indicated by a light blue area near Heirisson Island.
- Courtesy moorings:** Represented by red teardrop shapes along the western shore.

Key locations and infrastructure shown include: Narrows Bridge (8.0), Elizabeth Quay, Foul, Northside Channel, Mends St Channel, Coode St Channel, Heirisson Island, Matagarup Bridge (7.9), Goongoongup Bridge (3.9), Windan Bridge (3.9), Stadium, Burswood, Great Eastern Highway, and various streets like Mitchell Freeway, Queen Street, and Kwinana Road.





Department of Biodiversity,  
Conservation and Attractions

#### Project Team:

**Lead consultant:** **element** – place strategy, engagement, heritage, urban planning

**Consultant team:** Syrinx – environmental planning, landscape design

Arup – transport planning and engineering

Dr Richard Walley and David Collard – Aboriginal engagement and advisory

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