



*Swan and Canning Rivers Management Act 2006*

**PART 5**

**DETERMINATION OF DEVELOPMENT APPLICATION**

FILE NUMBER : SRT6467  
APPLICANT : West Australian Rowing Club Inc.  
APPLICANT'S ADDRESS : Attn: Peta Rule, President  
PO Box 6722  
EAST PERTH WA 6892  
LANDOWNER : Swan River Trust  
LAND DESCRIPTION : Swan River adjacent to Lot 642 on Plan 220927 Riverside Drive, Perth  
DEVELOPMENT : Replacement and Extension to Existing Boat Deck  
VALID FORM 1 RECEIVED : 20 April 2015  
DETERMINATION : **APPROVAL WITH CONDITIONS**

The application to commence development in accordance with the information received on 20 April 2015 is APPROVED subject to the following conditions:

**Prior to the commencement of works**

1. Approval to implement this decision is valid for two (2) years from the date of the approval. If the development has not been substantially commenced within this period, a new approval will be required before commencing or completing the development.
2. The applicant shall notify the Department of Parks and Wildlife in writing not less than seven (7) days prior to the commencement of works (see **Advice Note 1**).
3. Prior to commencement of works, a Construction Environmental Management Plan shall be submitted to, and approved by the Department of Parks and Wildlife (see **Advice Note 2 and 3**).
4. Prior to commencement of works, a schedule of colours and finishes shall be submitted to, and approved by the Department of Parks and Wildlife, on advice from the City of Perth (see **Advice Note 4**).

**During works**

5. All works shall be undertaken in accordance with the Construction Environmental Management Plan approved under **Condition 3**.
6. Works associated with the development must not prevent public access along the adjacent pathway and foreshore reserve unless closure is necessary for safety purposes and has been approved by the Department of Parks and Wildlife.

7. The applicant shall take appropriate preventative measures during the works to ensure that no deleterious matter is allowed to enter the river.
8. The applicant shall ensure that no damage to the foreshore, riverbank, or waterway (including infrastructure) occurs beyond the scope of the approved works. Should any inadvertent damage occur, the applicant is required to notify the Department of Parks and Wildlife within 48 hours.
9. Piling operations shall include a soft start up procedure at the commencement of each piling sequence.
10. The contractor shall keep a constant watch for dolphins during piling operations. No pile driving shall start if dolphins are within 500 metres of the site and 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 500 metres or has not been observed for 20 minutes.

#### **On completion of works**

11. 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 Parks and Wildlife.

#### **ADVICE TO APPLICANT**

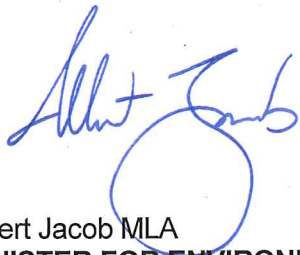
1. Notification of commencement of work and plans can be emailed to [rivers.planning@dpaw.wa.gov.au](mailto:rivers.planning@dpaw.wa.gov.au).
2. To allow sufficient time for the Department of Parks and Wildlife to consider and approve the plan required under **Condition 3**, it should be submitted to the Department of Parks and Wildlife no later than 30 days prior to the expected commencement date.
3. The Construction Environmental Management Plan required under **Condition 3** shall address as a minimum:
  - a. scope of works;
  - b. site access;
  - c. machinery, equipment and materials to be used;
  - d. management of machinery or other equipment (e.g. refuelling, storage, maintenance);
  - e. details of excavation and any stockpiling of fine materials;
  - f. acid sulphate soil and dewatering management;
  - g. means of protecting the waterway from inputs of deleterious matter;
  - h. sediment and turbidity management in the river (including details on the regular checking/maintenance);
  - i. protection of foreshore and vegetation;
  - j. public and vehicle access;
  - k. waste management; and
  - l. schedule of works, hours of operation and responsibilities.

The plan should address the most appropriate means of sediment and turbidity management for the proposed works as determined by the applicant. This may include the use of a silt curtain and/or floatation barrier. All reasonable efforts should be taken by the applicant to control plumes but where they occur, the applicant must stop work whilst the plume is addressed and should only recommence work once the integrity of the device is restored.

Stockpiling of materials will need to be fully contained at all times. Emergency spill kits should be onsite at all times and refuelling of machinery should be undertaken outside the Development Control Area.

In the event of a sediment plume or hazardous spill in the river, this should be reported to the Department of Parks and Wildlife on 9219 9000 or a/h 0419 192 845.

4. With regard to **Condition 4**, the applicant is advised that the selected colour scheme and finishes for the development should reflect the character and landscape setting of the Swan River and surrounding foreshore.
5. The Department of Transport advises that the final design drawings and plans for the jetty/boat deck structure must be certified by a qualified and practising marine engineer to demonstrate that the structures comply with Australian Standard 4997-2005 *Guidelines for the Design of Maritime Structures*.
6. The Department of Transport advises that prior to construction, the proponent is required to apply and obtain a jetty modification licence from DoT Coastal Facilities branch. No works are to commence prior to the jetty modification licence being formalised.
7. The applicant is advised that this approval does not negate the need to obtain any other approval from relevant agencies (e.g. Metropolitan Redevelopment Authority, City of Perth).
8. The applicant is advised that it is an offence under the *Swan and Canning Rivers Management Regulations 2007* to destroy, pull up, cut back or injure any tree, shrub, aquatic plant or other perennial plant that is in the Riverpark or Development Control Area without prior approval from the Department of Parks and Wildlife.
9. The applicant is advised that the proposed works are located within a high to moderate acid sulphate soil (ASS) risk areas. The Acid Sulphate Soils Guideline Series for guidance on the identification, assessment and management of acid sulphate soils in Western Australia is available from the Department of Environment Regulation website at [www.der.wa.gov.au](http://www.der.wa.gov.au). If any ASS is exposed during the works, the Contaminated Sites Branch of the Department of Environment Regulation should be contacted for further advice on 1300 762 982.
10. The applicant is advised to contact the Department of Aboriginal Affairs to ensure that the proposed works do not breach any section of Part IV (Protection of Indigenous Sites) of the *Aboriginal Heritage Act 1972*.



Albert Jacob MLA  
**MINISTER FOR ENVIRONMENT; HERITAGE**

Date: 30/9/15



**DEPARTMENT OF PARKS AND WILDLIFE REPORT**

PROPOSAL : Replacement and Extension to Existing Boat Deck  
COST : \$101,140  
LOCATION : Swan River adjacent to Lot 642 on Plan 220927 Riverside Drive,  
Perth  
APPLICANT : West Australian Rowing Club Inc.  
OWNER : Swan River Trust  
LOCAL GOVERNMENT : City of Perth  
MRS CLASS'N : Waterways  
LA CLASS'N : Waterways  
DECISION TYPE : Part 5, *Swan and Canning Rivers Management Act 2006* –  
Ministerial Determination  
RECEIVED : 20 April 2015  
ATTACHMENTS : 1: Location Map  
2: Aerial Image  
3: Proposed Plans, Sections and Elevations  
4: Riverbed Lease Area  
5: City of Perth Referral Response  
6: Department of Transport, Maritime Planning Referral Response  
7: State Heritage Office Referral Response  
8: Photograph of Existing Boatshed and Boat Deck  
RECOMMENDATION : **APPROVAL WITH CONDITIONS**

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**REPORT**

**1.0 INTRODUCTION**

- 1.1 The Swan River Trust (the Trust) received an application from Bruce Callow & Associates Pty Ltd on behalf of the West Australian Rowing Club Inc. (WARC) for the extension and renovation of its existing boat deck in the Swan River adjacent to Lot 642 on Plan 220927 Riverside Drive, Perth (**Attachment 1 and 2**).
- 1.2 Following the Trust's amalgamation with the Department of Parks and Wildlife (Parks and Wildlife) on 1 July 2015, the CEO of Parks and Wildlife now prepares the draft report in accordance with Section 75 of the *Swan and Canning Rivers Management Act 2006*.



- 1.3 The WARC was established in 1868 and incorporated in 1884. The boatshed has been at the site since 1905 and is listed on the State Register of Heritage Places. The existing timber boat deck is located behind the boatshed, facing the river and is 15.6 metres long and 11.4 metres wide and is supported by concrete capped timber piles (5 rows x 4 piles).
- 1.4 Currently, the boat deck is in a deteriorated state due to timber rot, exacerbated by daily tidal fluctuations that have led to the continual wetting and drying of timber. This has caused the board to split, while algal growth over time has made the deck precariously slippery. These conditions are an occupational health and safety risk to users of the deck, as well as a financial burden to the WARC due to the constant repairs required.
- 1.5 It has been determined that the repair of the timber decking is no longer economically viable, due to the extent of deterioration, therefore the WARC seeks to replace the timber deck with fibre-glass reinforced plastic (FRP) material. In addition, the WARC also proposes to extend the existing deck by 3.8 metres (one structural bay) to facilitate the safe launching of long rowing shells (**Attachment 3**).
- 1.6 The WARC has a riverbed lease (**Attachment 4**), which is located on a Lot wholly within the Trust's Development Control area and within the Metropolitan Redevelopment Authority (MRA) Central Perth Redevelopment Area. Therefore it requires approval from both the Minister for Environment in accordance with Part 5 of the *Swan and Canning Rivers Management Act 2006* and the MRA in accordance with the *Metropolitan Redevelopment Authority Act 2011*. MRA and Parks and Wildlife officers have coordinated assessment of these applications as far as practicable to ensure a consistent outcome is achieved.

## 2.0 CONSULTATIONS

### City of Perth

- 2.1 The City of Perth (the City) is supportive of the proposal proceeding, subject to the following condition:
  - The colour and material details of the deck shall not visually compete with or detract from the heritage structure with details being submitted for approval of the City prior to applying for a building permit.
- 2.2 The City's full comments are at **Attachment 5**.

### Department of Transport – Maritime Planning

- 2.3 The Department of Transport (DoT) Maritime Planning branch has no in-principle objection to the proposal proceeding, subject to the following issues being addressed prior to works commencing:
  - The proponent is required to apply for and obtain a new jetty amendment/modification licence from Department of Transport, Coastal Infrastructure branch. No works are to commence prior to the modification of the jetty licence being formalised.

- All design plans/drawings of the jetty modification submitted must be signed and certified by a qualified and experienced practising engineer that the design is in accordance with AS 4997-2005 *Guidelines for the Design of Maritime Structures*.

2.4 DoT's full comments are at **Attachment 6**.

#### **State Heritage Office**

2.5 The State Heritage Office (SHO) advises that the proposed replacement and extension of the launch deck using FRP materials will not have an adverse impact on the cultural significant of the place and, in accordance with the plans submitted, can be supported.

2.6 SHO's full comments are at **Attachment 7**.

#### **Department of Aboriginal Affairs**

2.7 The Department of Aboriginal Affairs (DAA) advises that the proposed works are within a registered Aboriginal heritage site, DAA 3536 (Swan River). The applicant has lodged a Section 18 Notice with DAA for the installation of four piles in the river bed of the Swan River.

#### **Department of Parks and Wildlife - Riverpark Management**

2.8 Riverpark Management advises that it has no objections to the proposal. The proposed modifications to the jetty/boat deck will be wholly within the Riverbed Lease area and appears to be consistent with the permitted use of the premise; as a rowing club facility.

#### **Swan River Trust**

2.9 In accordance with section 75(3A) of the *Swan and Canning Rivers Management Act*, the Trust considered the draft report at its meeting on 21 July 2015. The Trust resolved to support the report and recommendations to the Minister for the Environment.

### **3.0 PUBLIC COMMENT – SUBMISSIONS ON DRAFT REPORT**

3.1 In accordance with the requirements of Part 5 of the Swan and Canning Rivers Management Act 2006 a copy of the draft report and proposed recommendation has been provided to the applicant, the local government and other consultant agencies. A copy was also published on the Trust website for a period of two (2) weeks between 3 September 2015 and 17 September 2015 with an invitation for public submissions.

3.2 Two (2) submissions were received from the State Heritage Office and the Metropolitan Redevelopment Authority, both advising no further comments on the proposal or the draft report.

### **4.0 RELEVANT POLICIES AND PLANS**

- ◆ State Planning Policy 2.10 - *Swan-Canning River System* (SPP 2.10)
- ◆ Swan River Trust Policy/EA1 – *Conservation, Land Use and Landscape Preservation*
- ◆ Swan River Trust Policy/E5 – *Heritage*



- ◆ Swan River Trust Policy/D21 – *Jetty Structures*

## 5.0 ENVIRONMENTAL AND PLANNING CONSIDERATIONS

- ◆ Environmental Protection
- ◆ Visual Amenity
- ◆ Heritage
- ◆ Vessel Navigation and Jetty Design
- ◆ Public Access and Safety
- ◆ Acid Sulphate Soils

## 6.0 BACKGROUND

- 6.1 The existing boat deck was replaced with new timber structural members and boards as part of a conservation project in the mid-1990s. These timber boards have since required regular repair and maintenance. The existing timber piles are part of the original building materials from 1905 and have been encased with concrete prior to the conservation works in the 1990s.
- 6.2 The works proposed for the development application will involve:
- Resurface the existing timber deck with FRP structural members and grid decking. The FRP grid decking will provide a better non-slip gripping surface as compared to the current timber boards that can become slippery due to algae growth (**Attachment 3**).
  - Extend the boat deck by one structural bay (3.8 metres x 11.4 metres) and install a boat ramp (**Attachment 3**). The new boat ramp will assist with the safe launching of long rowing shells (e.g. eights).
  - Installation of four additional piles to support the deck extension. The new piles will consist of hollow steel piles (0.3 metres diameter, 6 metres long) that will be drilled into the riverbed. The sediment within the hollow piles (up to 1.5 metres below the riverbed) will be removed and backfilled with concrete (**Attachment 3**).
- 6.3 The original timber piles and the existing boat shed are excluded from the proposed works, and thus will remain unaltered.
- 6.4 The proposed works seek to improve the amenity of the site through upgraded launching facilities, reduced repairs and maintenance requirements, and reduced safety risks to WARC members and visitors that utilise the boat deck.

## 7.0 DISCUSSION

### Environmental Protection

- 7.1 Trust Policy *Conservation, Land Use and Landscape Preservation* (SRT/EA1) states that development on, and adjacent to, the river should maintain and enhance the quality of the river environment. The proposed development should be carefully carried out to prevent detrimental impacts to the river or the foreshore area.



- 7.2 The proposed works will consist of stripping the existing timber deck, installing the new FRP deck and pile driving. Accordingly, there are a number of potential impacts to the river environment that need to be managed appropriately.
- 7.3 In order to ensure that all potential impacts are identified and managed appropriately, it is recommended that a Construction Environmental Management Plan be required as a condition of approval. The Construction Environmental Management Plan shall be required to include details of sediment/turbidity management, protection of water quality, management of machinery and equipment (including refuelling), public access and safety, dewatering requirements, demolition and construction methodology, waste management and spill response. The protection of the river environment can be further reinforced through conditions of approval.
- 7.4 Noise and vibrations generated from piling operations has the potential to impact aquatic fauna (e.g. dolphins). Impacts from underwater noise emissions can be minimised by requiring soft-start up procedures to warn wildlife, allowing marine fauna to move away from the area prior to noise levels increasing to full operational level. It is also recommended that a condition be included to require the contractor to monitor wildlife activity while the works are taking place.

### **Visual Amenity**

- 7.5 Trust Policy SRT/EA1 states that the design, materials and colour scheme of development adjacent to the waterway and foreshores should complement and protect the character and landscape setting of the river.
- 7.6 The applicant has proposed that the new FRP deck will have an overall beige-grey colour with possible red-brown panels incorporated into the new deck grid. The colour scheme of the new boat deck is intended to provide some contrast to the water to improve visibility to users and to complement the existing colour of the boatshed, which is cream-beige in colour with red-brown trim.
- 7.7 The boat deck is visually screened from the foreshore by the existing boatshed; however the structure will be visible from the river. Given that the colour scheme of the proposed deck will match those already existing on the site (e.g. the boatshed), the proposal is not expected to adversely impact on the visual amenity of the local setting. It is also noted that the proposed FRP deck will likely be an improvement to the existing timber deck, which is dark grey in colour, and is in a poor state of repair (**Attachment 8**).
- 7.8 The colours and materials for the proposed renovated boat deck has not yet been finalised and thus, it is recommended that a condition of approval be included to ensure that the finishes are submitted and approved by Parks and Wildlife prior to commencement of works. The City has also requested that the selected colours and materials of the deck be submitted and approved prior to a Building Permit being issued. This requirement can be included as a condition of approval.

### **Heritage**

- 7.9 Trust Policy Heritage (SRT/E5) supports the recognition and protection of places of cultural and heritage significant, both Aboriginal and European. This includes built structures, natural resources and places of significance.

- 7.10 The WARC boatshed, which was built in 1905, holds significant cultural heritage values. It is listed on the State Register of Heritage of Places and is protected under the *Heritage of Western Australia Act 1990*. The WARC is one of the first established rowing clubs in Western Australia and has been operational since its construction in 1905, providing recreational social facilities for its members and the public. The WARC is also the last surviving rowing club located adjacent to the Perth's city foreshore, with the timber boatshed architecture representative of its building type and the turn of century period. Due to the cultural significance of the site, the SHO granted funding to the WARC in 2014 to renovate the boat deck, which is currently in a deteriorated state.
- 7.11 The proposed works are for the renovation and extension of the timber boat deck, with construction works confined to that area. The applicant has stated that the proposed works will have minimal impact on the adjacent heritage listed boatshed. Advice received from the SHO states that although traditional materials are preferred for conservation, in some circumstances, the use of modern material such as FRP that offers substantial conservation benefits (e.g. durability, reduced maintenance requirements) is considered appropriate.
- 7.12 The proposed renovation works will also be located in an area that is within the Permanent Register of Aboriginal Sites of Significance. The Swan-Canning River System holds important spiritual significance to local Aboriginal people and the proposal has the potential to impact on their heritage values. The applicant can be advised to consult with DAA in order to seek further clarification regarding aboriginal heritage matters.

#### **Vessel Navigation and Jetty Design**

- 7.13 Trust Policy *Jetty Structures* (SRT/D21) seeks to ensure that the location of a jetty/boat deck does not interfere with vessel navigation. Although the renovated boat deck will be slightly longer than the existing structure, extending a further 3.8m into the river, it is within the extent of the WARC riverbed lease boundaries (see **Attachment 3**), with a clearance of 1.2 metres. Furthermore, this stretch of river (Perth Waters) is wide enough that navigational issues associated with any in-water works are considered unlikely.
- 7.14 Trust Policy SRT/D21 seeks to ensure that the design of a jetty is such that it is safe for public use. Jetty structures must comply with Australian Standard 4997-2005 *Guidelines for the Design of Maritime Structures* and be certified by a qualified and practising marine engineer. DoT has also advised that a jetty modification licence will need to be submitted prior to the renovation works. These requirements will be included as advice notes on the approval.

#### **Public Access and Safety**

- 7.15 SPP 2.10 states that public access to the river and its foreshores should be maintained while protecting the river. It is important that development near the river does not impede or restrict public access.
- 7.16 A pedestrian pathway is located on the foreshore side, adjacent to the WARC boatshed. This section of the foreshore has high pedestrian traffic, with the pathway regularly used for walking, cycling, and running by the local community and tourists. Given that the construction works will be located behind the boatshed, on the riverside, the potential impacts to public access and safety will be limited to the delivery of materials and equipment to the site.



- 7.17 Public access to the foreshore during the proposed works should be maintained wherever possible and prevented only for safety reasons. The applicant can be advised to outline proposed public access and traffic management within the Construction Environmental Management Plan.

#### **Acid Sulphate Soils**

- 7.18 SPP 2.10 identifies the risk of acid sulphate soils (ASS) and measures that should be taken to minimise the risk associated with such soils.
- 7.19 The proposed works are to be undertaken within a high to moderate ASS disturbance risk area. The proposed works will only involve minor excavations for the installation of the new piles, however the drawings/plans indicate that minor dewatering may be required (approximately 2.83 cubic metres) for the installation of the new piles prior to concrete filling. The management and monitoring of dewatering activities and groundwater quality will be required.
- 7.20 Any potential ASS disturbance and dewatering activities can be addressed as part of the Construction Environmental Management Plan, required as a condition of approval.

#### **Conclusion**

- 7.21 The proposed renovation and extension works to the boat deck are designed to be in keeping with the local setting of the site as a rowing club. The proposal seeks to improve the amenity of the rowing club through improved launching facility, reduced repairs and maintenance requirements and improved safety management. WARC is a cultural heritage site of significance and the renovation and restoration works for the boat deck is supported.
- 7.22 Potential environmental impacts from the proposed works can be addressed through the preparation and implementation of a Construction Environmental Management Plan required as a condition approval. Other factors, such as the jetty/boat deck design and structural integrity, public access and safety can also be managed appropriately.
- 7.23 For these reasons, the proposal can be recommended for approval, subject to appropriate conditions and advice.

### **8.0 RECOMMENDATION – APPROVAL WITH CONDITIONS**

That the CEO of the Department of Parks and Wildlife advises the Minister for Environment that the West Australian Rowing Club Inc. proposal to renovate and extend its existing boat deck, as described in the application received by the Swan River Trust on 20 April 2015 be approved, subject to the following conditions:

#### **Prior to the commencement of works**

1. Approval to implement this decision is valid for two (2) years from the date of the approval. If the development has not been substantially commenced within this period, a new approval will be required before commencing or completing the development.
2. The applicant shall notify the Department of Parks and Wildlife in writing not less than seven (7) days prior to the commencement of works (see **Advice Note 1**).



3. Prior to commencement of works, a Construction Environmental Management Plan shall be submitted to, and approved by the Department of Parks and Wildlife (see **Advice Note 2 and 3**).
4. Prior to commencement of works, a schedule of colours and finishes shall be submitted to, and approved by the Department of Parks and Wildlife, on advice from the City of Perth (see **Advice Note 4**).

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#### **On completion of works**

11. 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 Parks and Wildlife.

#### **ADVICE TO APPLICANT**

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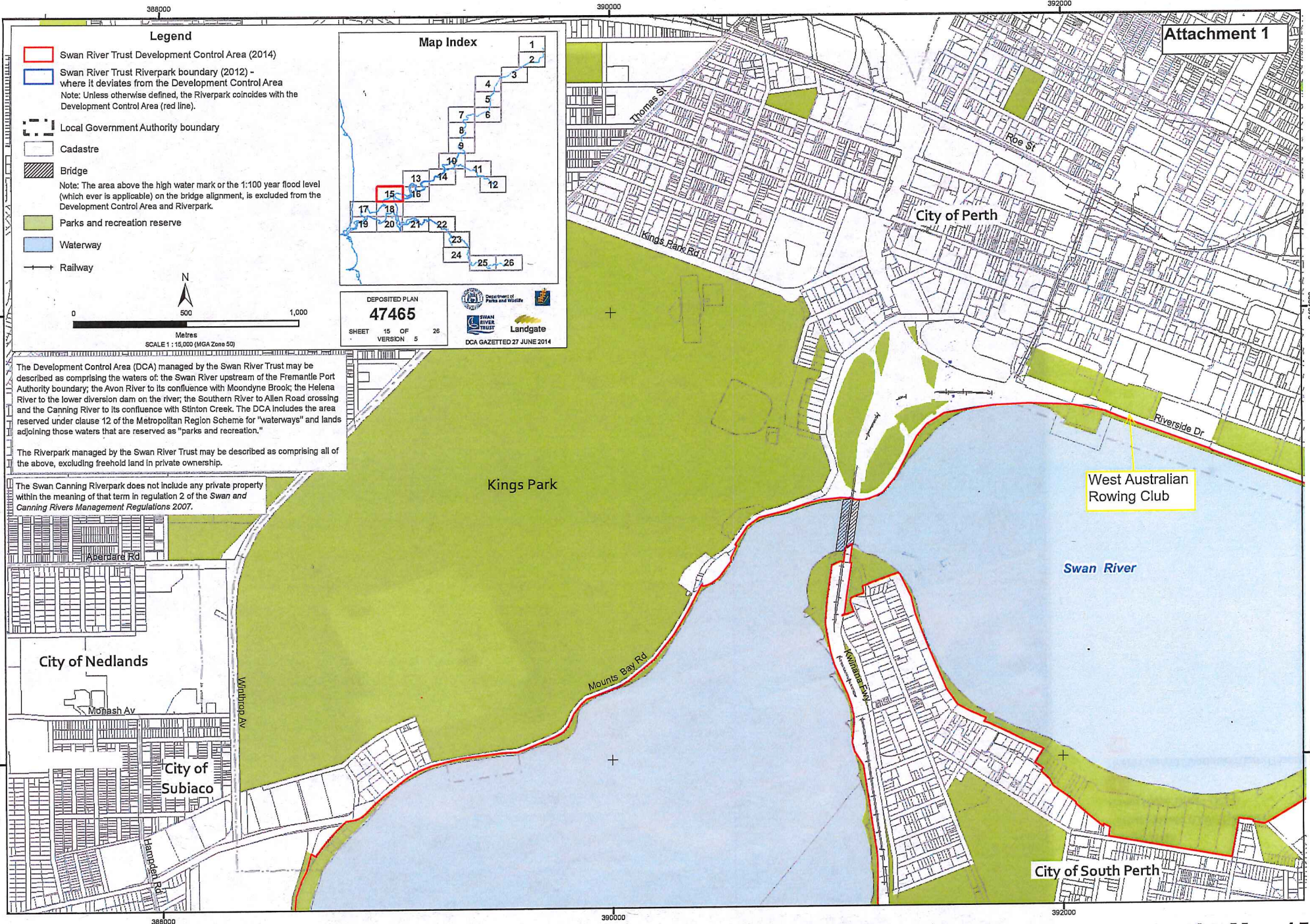
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Sites Branch of the Department of Environment Regulation should be contacted for further advice on 1300 762 982.

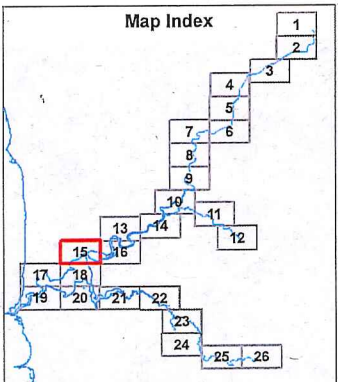
10. The applicant is advised to contact the Department of Aboriginal Affairs to ensure that the proposed works do not breach any section of Part IV (Protection of Indigenous Sites) of the *Aboriginal Heritage Act 1972*.

<b>FINAL REPORT ENDORSED</b>	
Signed: 	Date: <u>25.9.15</u>
Jim Sharp Director General	





- Legend**
- Swan River Trust Development Control Area (2014)
  - Swan River Trust Riverpark boundary (2012) - where it deviates from the Development Control Area (Note: Unless otherwise defined, the Riverpark coincides with the Development Control Area (red line).)
  - Local Government Authority boundary
  - Cadastre
  - Bridge
  - Note: The area above the high water mark or the 1:100 year flood level (which ever is applicable) on the bridge alignment, is excluded from the Development Control Area and Riverpark.
  - Parks and recreation reserve
  - Waterway
  - Railway



DEPOSITED PLAN  
**47465**

SHEET 15 OF 26  
VERSION 5

Department of Parks and Wildlife  
SWAN RIVER TRUST  
Landgate  
DCA GAZETTED 27 JUNE 2014

The Development Control Area (DCA) managed by the Swan River Trust may be described as comprising the waters of the Swan River upstream of the Fremantle Port Authority boundary; the Avon River to its confluence with Moondyne Brook; the Helena River to the lower diversion dam on the river; the Southern River to Allen Road crossing and the Canning River to its confluence with Stinton Creek. The DCA includes the area reserved under clause 12 of the Metropolitan Region Scheme for "waterways" and lands adjoining those waters that are reserved as "parks and recreation."

The Riverpark managed by the Swan River Trust may be described as comprising all of the above, excluding freehold land in private ownership.

The Swan Canning Riverpark does not include any private property within the meaning of that term in regulation 2 of the Swan and Canning Rivers Management Regulations 2007.



# Attachment 2



## Legend

Virtual Mosaic (LGATE-V001)

Swan River Trust - DCA



Perth Central Cadastre (Land Parcels)



Department of  
Parks and Wildlife

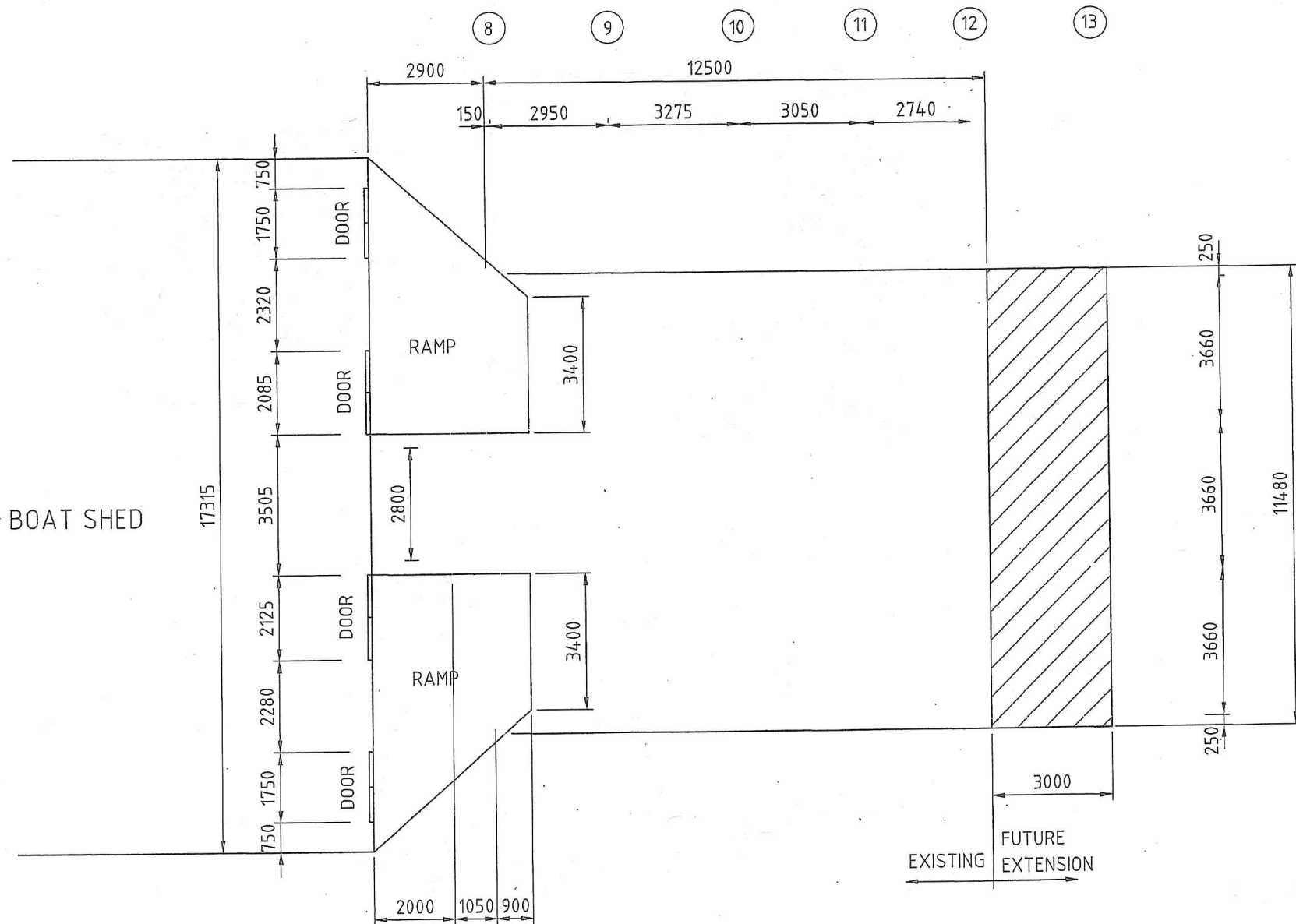


Produced by Statutory  
Planning,  
Rivers and Estuaries Division

Projection: MGA Zone 50  
Datum: GDA94

The Swan River Trust does not guarantee that this map is without flaw of any kind and disclaims all liability for any errors, loss or other consequence which may arise from relying on any information depicted. Roads and tracks on land managed by SRT may contain unmarked hazards and their surface condition is variable. Exercise caution and drive to conditions on all roads.





LOCATION: M:\Projects\Boatshed\Boatshed.dwg

USER NAME: creasy

DATE & TIME: 13/03/06 16:30

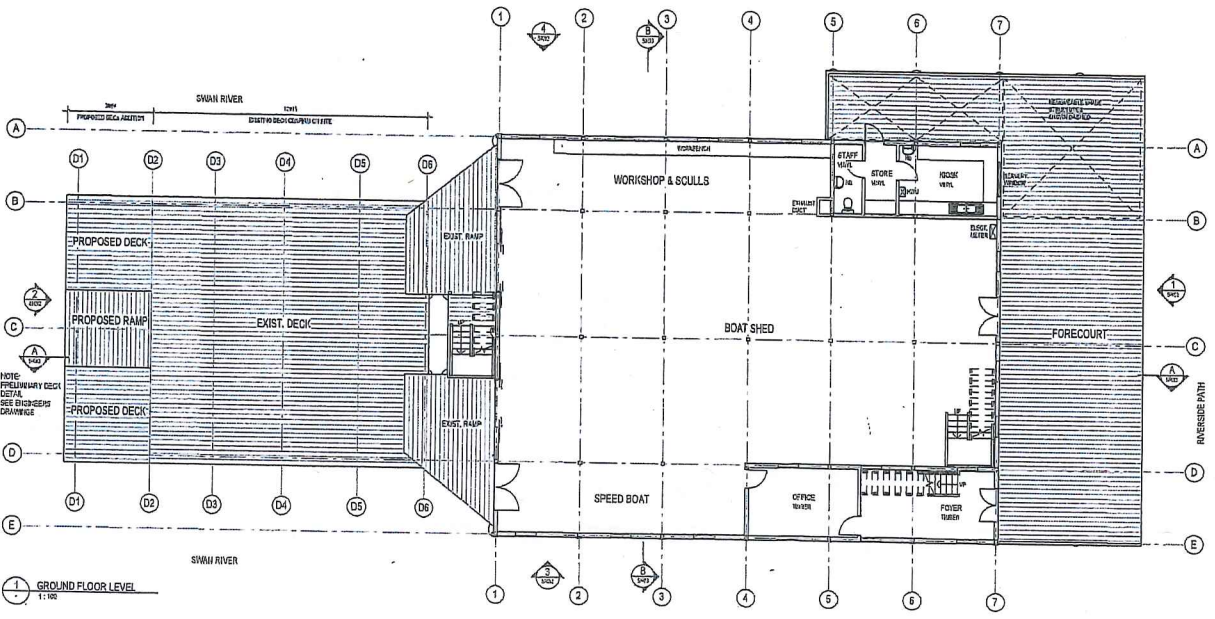
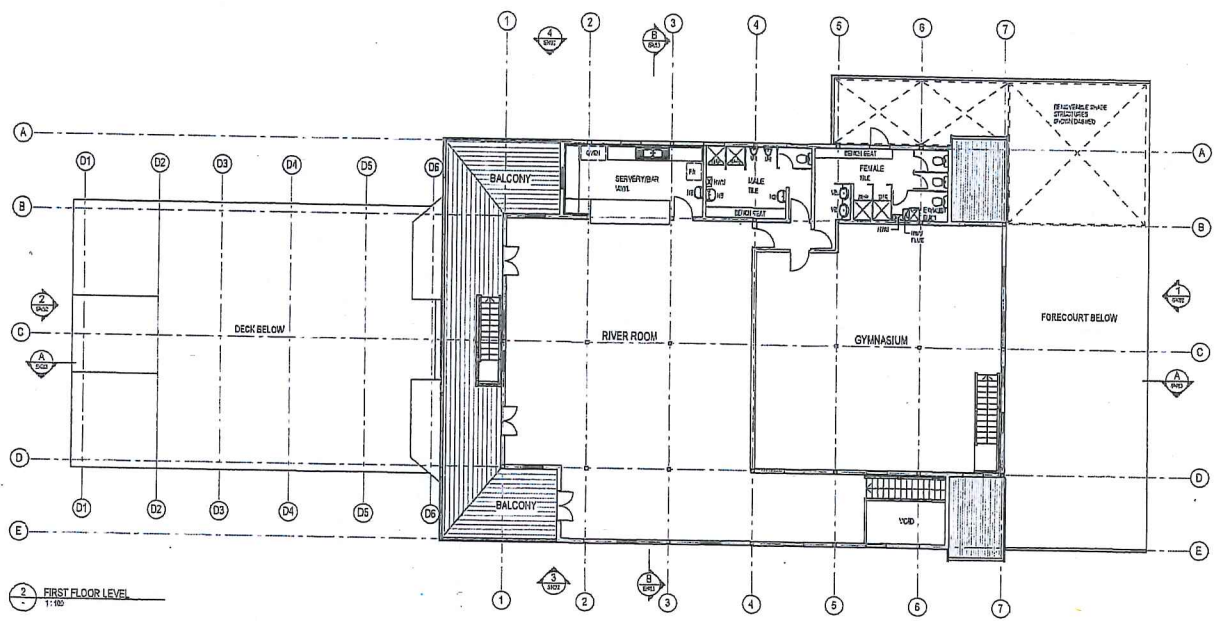
- NOTES:
1. SKETCH ONLY - FOR QUOTATION PURPOSES
  2. DO NOT SCALE
  3. VERIFY DIMENSIONS AT SITE

WEST AUSTRALIAN ROWING CLUB  
 BOATSHED, RIVERSIDE DRIVE  
 EXISTING BOAT RAMP, MARCH 2006  
 REV A 13/3/06



DISCLAIMER:  
 THESE PRELIMINARY DRAWINGS WERE PREPARED FROM THE ORIGINAL DRAWINGS FROM 1994 AND RESTORATION WORKS DRAWINGS FROM 1994. ALL DIMENSIONS AND DETAILS WILL NEED TO BE CONFIRMED ON SITE PRIOR TO ANY ADDITIONAL WORKS BEING UNDERTAKEN.

SRT RECEIVED  
 20 APR 2015  
 FILE NO.



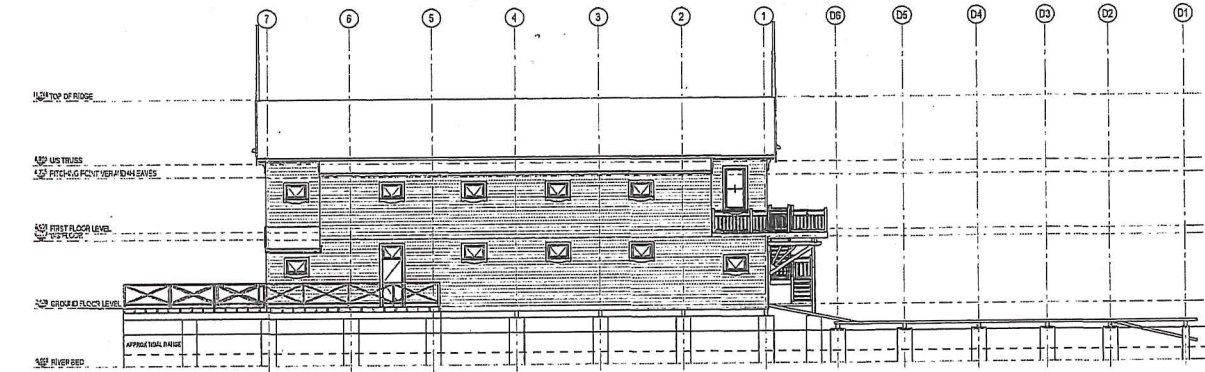
WA ROWING CLUB BOATHOUSE

FLOOR PLANS  
 DATE: JAN 2015 SCALE: 1:100 JOB No: AS EXISTING

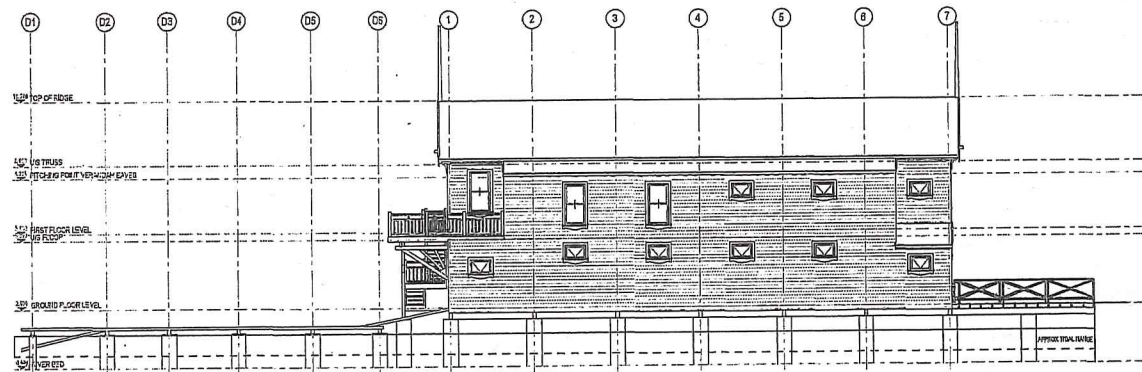
PRELIMINARY  
 Bruce Collins & Associates Pty Ltd  
 47 Glenmalur Road, Perth WA 6004  
 Tel: 9442 2514 Fax: 9442 2514  
 Email: bruce@bcollins.com.au  
 47 Glenmalur Road, Perth WA 6004  
 Tel: 9442 2514 Fax: 9442 2514  
 Email: bruce@bcollins.com.au

NOTE: ALL DIMENSIONS UNLESS OTHERWISE SPECIFIED ARE IN METERS AND SHALL BE APPROXIMATE. DIMENSIONS SHALL BE CONFIRMED ON SITE PRIOR TO ANY ADDITIONAL WORK BEING UNDERTAKEN.

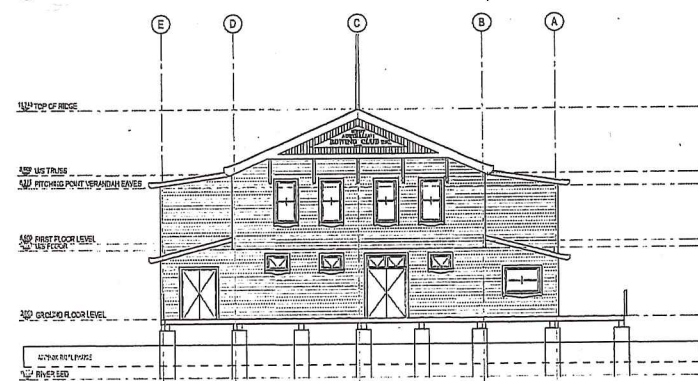
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THESE PRELIMINARY DRAWINGS WERE PREPARED FROM THE ORIGINAL DRAWINGS FROM 1988 AND RESTORATION WORKS DRAWINGS FROM 1994. ALL DIMENSIONS AND DETAILS WILL NEED TO BE CONFIRMED ON SITE PRIOR TO ANY ADDITIONAL WORK BEING UNDERTAKEN.



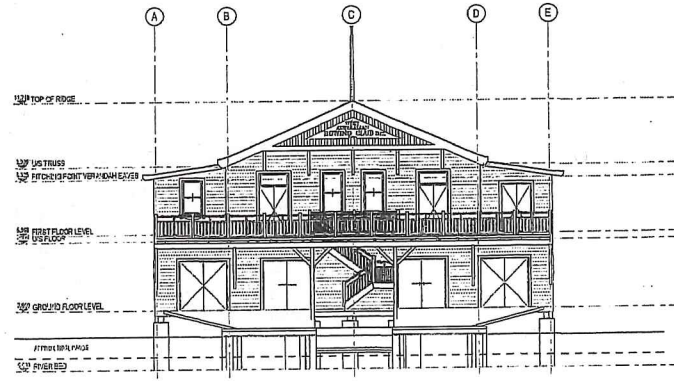
4 WEST ELEVATION  
1:100



3 EAST ELEVATION  
1:100



1 NORTH ELEVATION  
1:100



2 SOUTH ELEVATION  
1:100

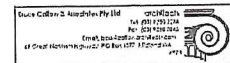
WA ROWING CLUB BOATHOUSE

ELEVATIONS  
DATE: JAN 2016

SCALE: 1:100

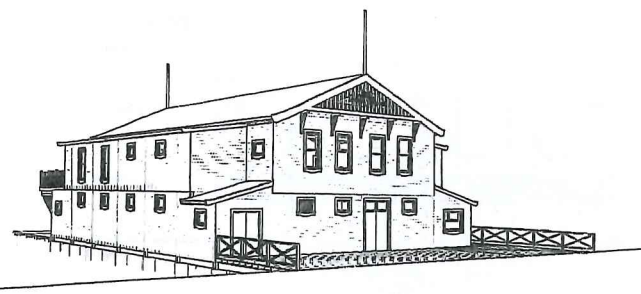
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PRELIMINARY

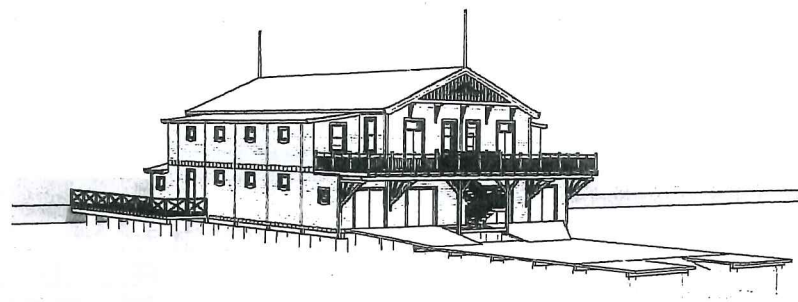


DO NOT SCALE DRAWINGS UNLESS SPECIFICALLY NOTED OTHERWISE.  
 ALL DIMENSIONS AND DETAILS WILL NEED TO BE CONFIRMED ON SITE PRIOR TO ANY ADDITIONAL WORKS BEING UNDERTAKEN.

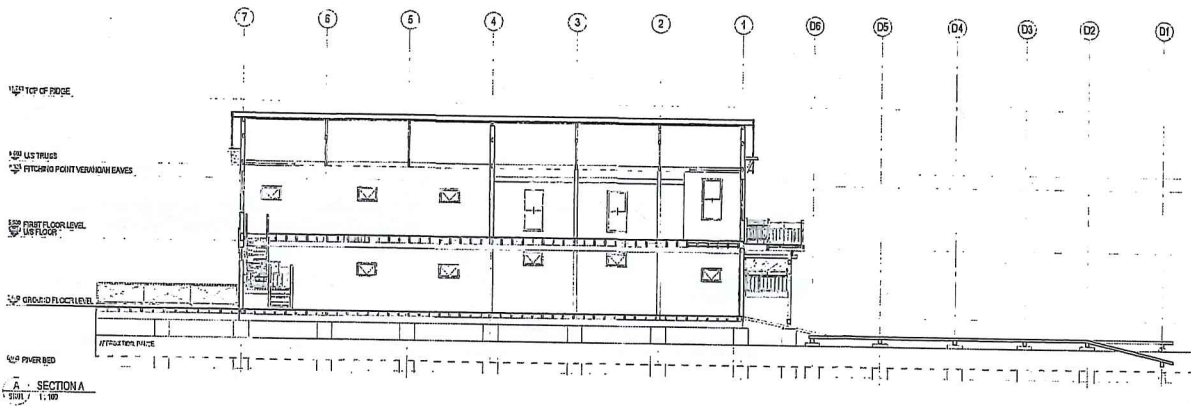
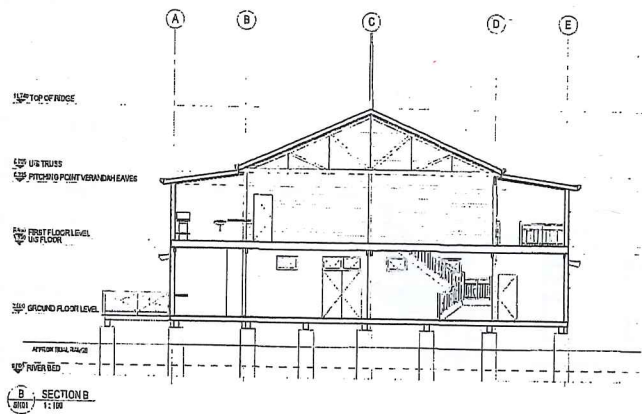
**DISCLAIMER:**  
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1 VIEW FROM RIVERSIDE DRIVE



2 VIEW FROM BARRACK STREET JETTY



**WA ROWING CLUB BOATHOUSE**

SECTIONS  
 DATE: JAN 2015

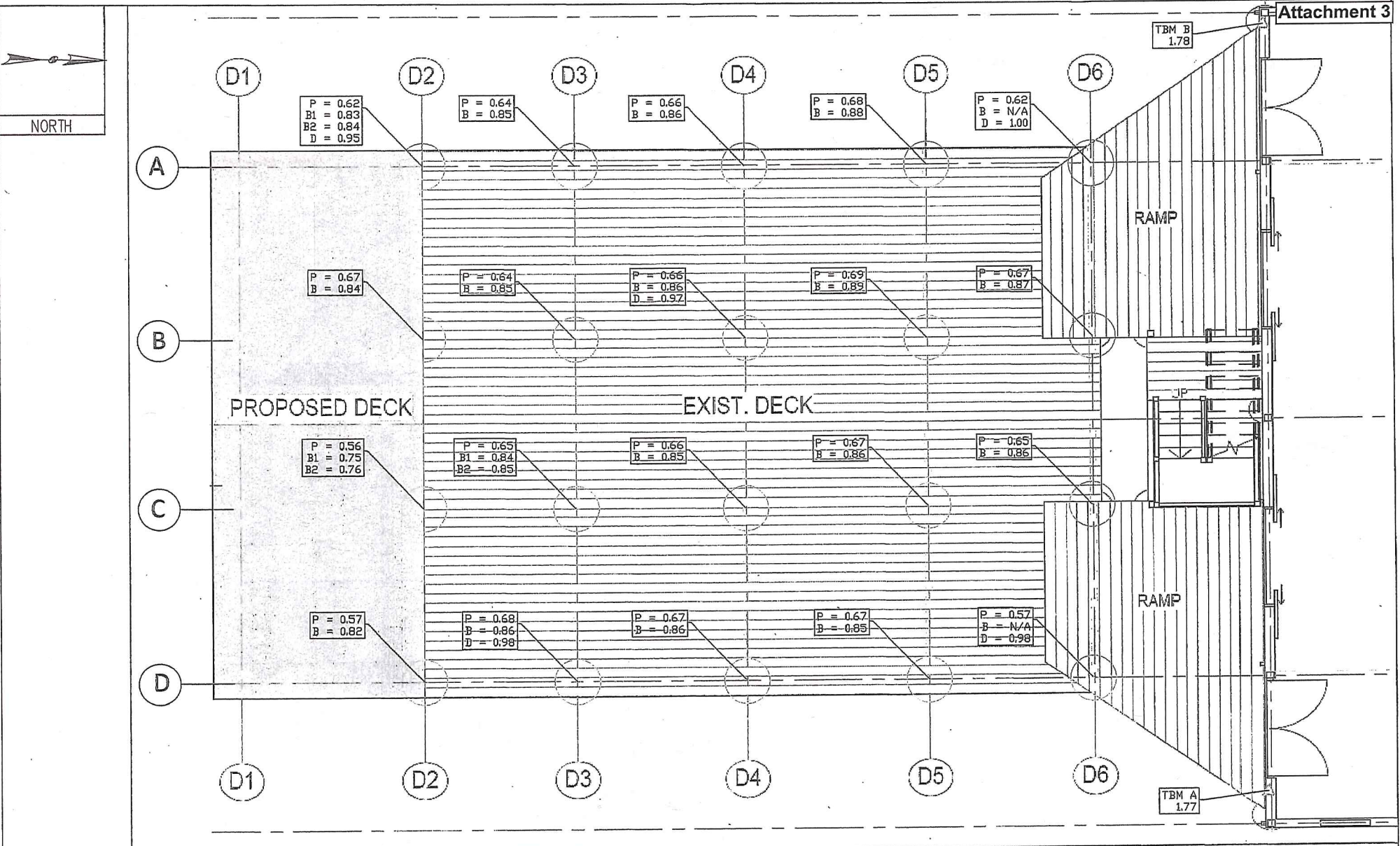
SCALE: 1:100

JOB No: AS EXISTING

PRELIMINARY

Dave Collier & Associates Pty Ltd  
 114 Pitt Street, Sydney NSW 2000  
 Phone: (02) 9250 2277  
 Fax: (02) 9250 2278  
 Email: info@dca.com.au  
 www.dca.com.au






**NOTES**

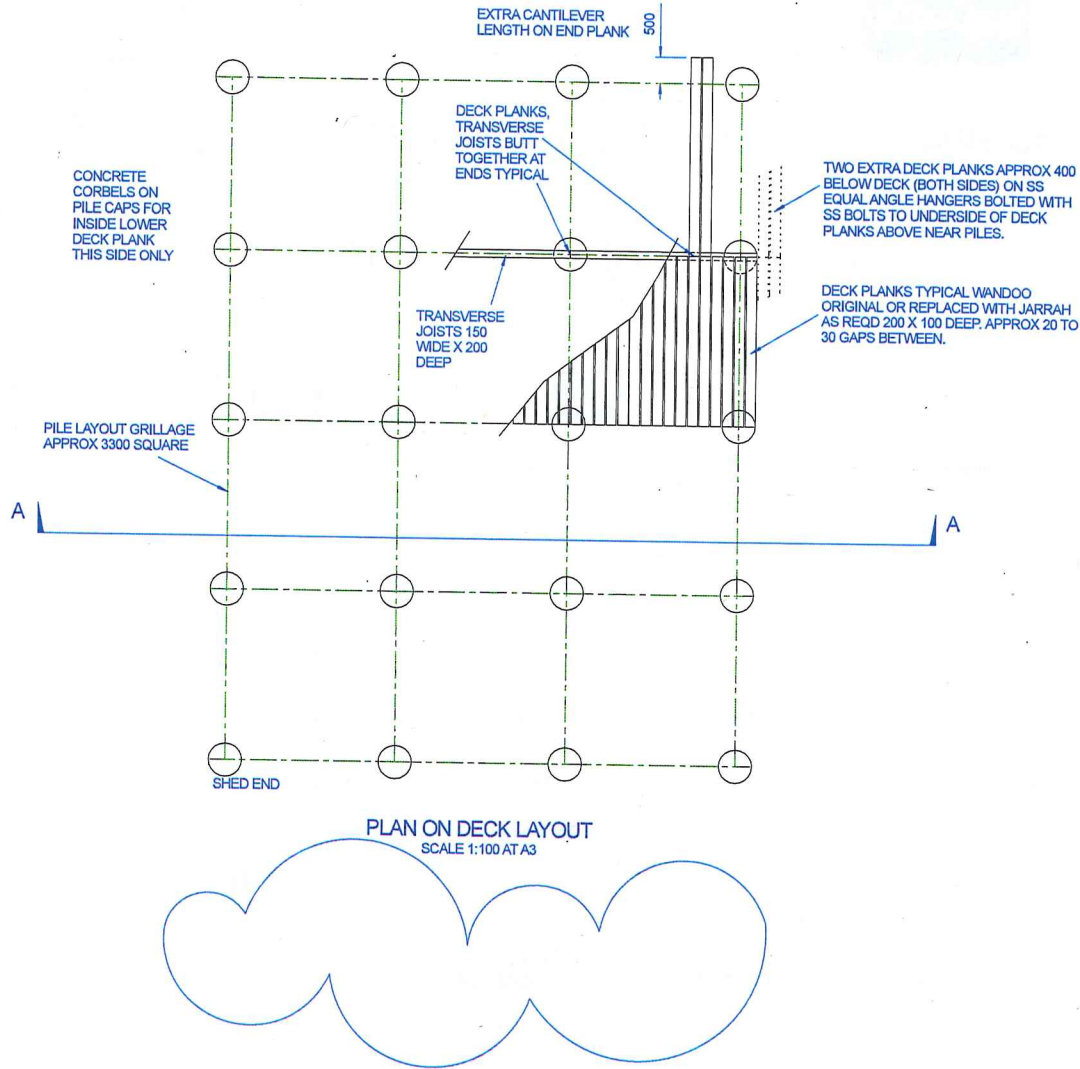
- All measurements in Metres
- Piles
- Beams resting on piles
- △ Temporary benchmark: Hilli nails with pink tape in floorboard
- P Pile Level: Top of concrete pile
- B Beam level: Top of support beam

REV	DATE	TYPE	COMMENTS
A	19/02/2015	AS-BUILT	

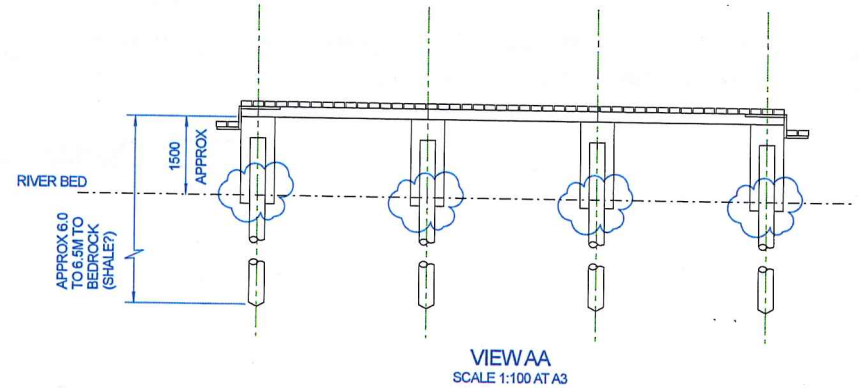
**DIMENSIONAL CONTROL**


  
**Intertek**  
 Suite 3, Level 1, 11 Ogitvie Road  
 Applecross WA 6153  
 Australia  
 Tel. +61 (8) 9316 6000

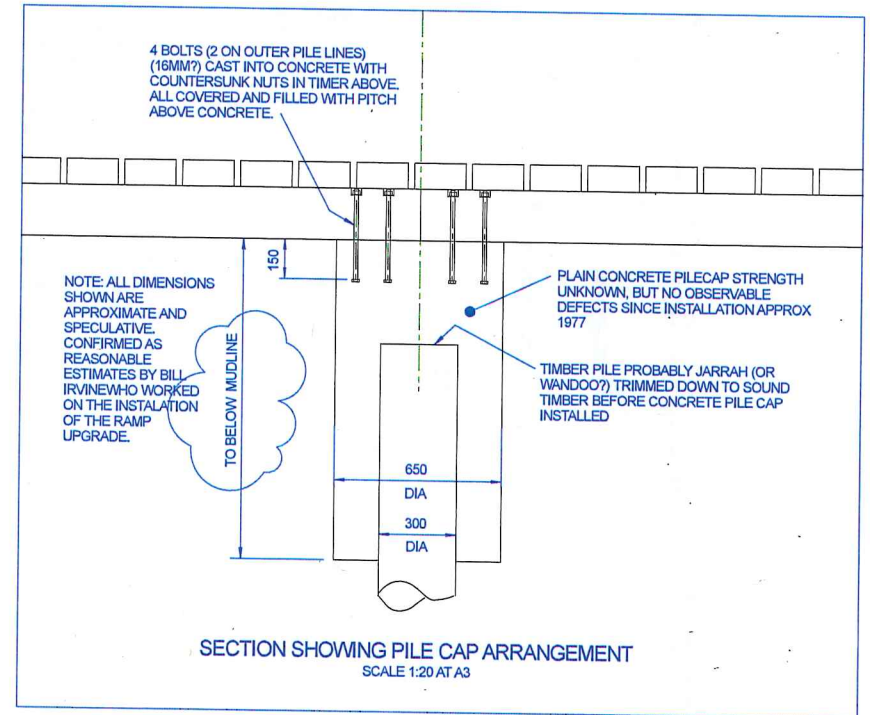
MEASURED BY	DATE MEASURED	
Alex Jolly	18/02/2015	N/A
DRAWN BY	DATE DRAWN	CLIENT DOCUMENT NUMBER
Chris Byrne	19/02/2015	N/A
DRAWING CHECKED BY	DATE CHECKED	INTERTEK DOCUMENT NUMBER
Alex Jolly	20/2/2015	N/A
DRAWING TITLE		
WA Rowing Club Deck Pile Levels		



PLAN ON DECK LAYOUT  
SCALE 1:100 AT A3



VIEW AA  
SCALE 1:100 AT A3



SECTION SHOWING PILE CAP ARRANGEMENT  
SCALE 1:20 AT A3

- QUESTIONS FOR FIRST REVIEW, MAYBE CAN ANSWER WITH FURTHER SURVEY
- CHECK GAP BETWEEN PLANKS
  - ARE THERE 5 BAYS NORTH TO SOUTH - no only 4 (JW jan 15)
  - HOW FAR BELOW THE DECK ARE THE LOWER PLANKS
  - IS THE 20 TO 22 FEET THE CUT OF PILE LENGTH OR THE PENETRATION BELOW RIVER BED?
  - HOW FAR BELOW THE TOP OF PILE IS THE RIVER BED?
  - ARE PILE CAP DIMENSIONS SHOWN REASONABLE GUESSES? - no, pile caps extend below mudline (JW jan 15)

B	15/01/15	JW	JW	NO OF PILE BAYS REDUCED FROM 5 TO 4 & EXIST PILE CAPS EXTENDED TOP BELOW MUDLINE
A	19/02/12	JW	JW	AS BUILT - ISSUED FOR REVIEW
No.	DATE	DRAWN	APPROVED	REVISION

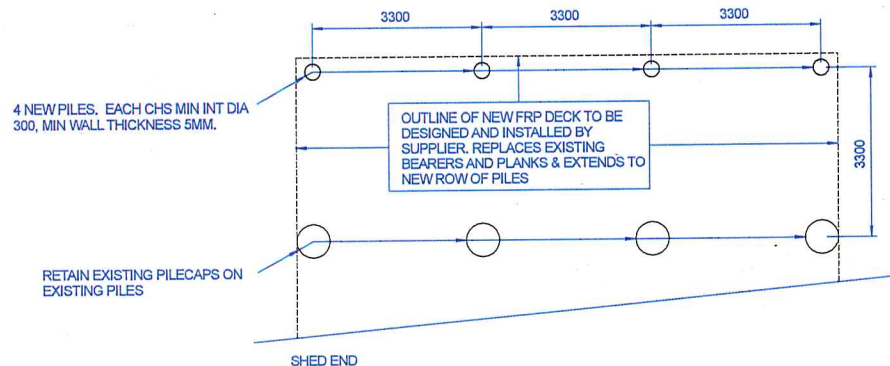
CLIENT <b>WARC</b>		PRINCIPAL	
DESIGNED JW	CHECKED JW	APPROVED	
DRAWN JW	CHECKED JW	DATE	19/02/12

**wyche consulting**  
BRIDGES AND CIVIL STRUCTURES  
ACN 097 324 813  
P.O. Box 744, Wembley, WA 6913  
Telephone: +61 8 9287 2626  
Web site : wyche.com.au

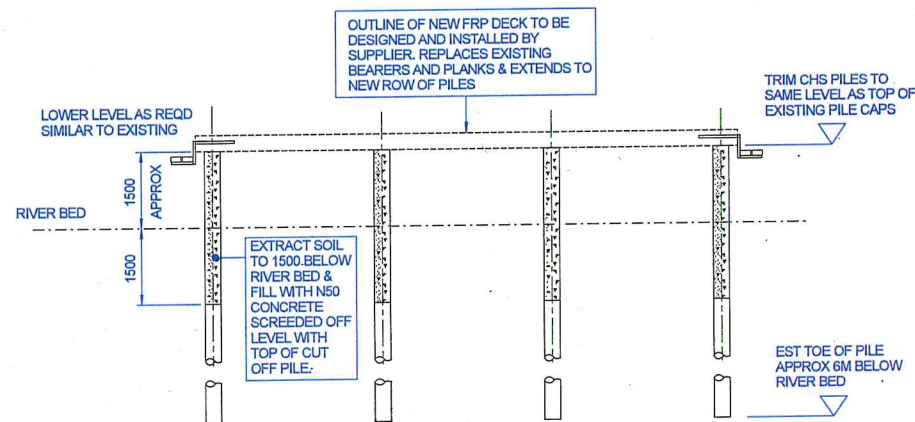
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PROJECT	WEST AUSTRALIAN ROWING CLUB	
TITLE	BOAT LAUNCHING DECK EXISTING DECK ARRANGEMENT	
DRAWING NUMBER	0207-001	ISSUE B





PLAN ON DECK LAYOUT  
SCALE 1:100 AT A3



CROSS SECTION ON NEW PILES  
SCALE 1:100 AT A3

NOTES:

GENERAL

1. THE EXISTING AND NEW PILES WILL PROVIDE FOR A DECK WORKING LOAD CAPACITY OF AT LEAST 4KPA. IF THE PILES ARE TO BE LOADED IN EXCESS OF THAT, THE ENGINEER SHOULD BE NOTIFIED TO CONFIRM THE PILE CAPACITY.

2. THIS DRAWING SUPERSEDES DRG 0207-002.

PILING

1. DRIVE TO POSITION TOLERANCES IN AUSTRALIAN PILING CODE.

2. DRIVE PILES TO EVIDENT REFUSAL, BUT WITH A MINIMUM PENETRATION OF 4000 BELOW RIVER BED LEVEL.

CONCRETE

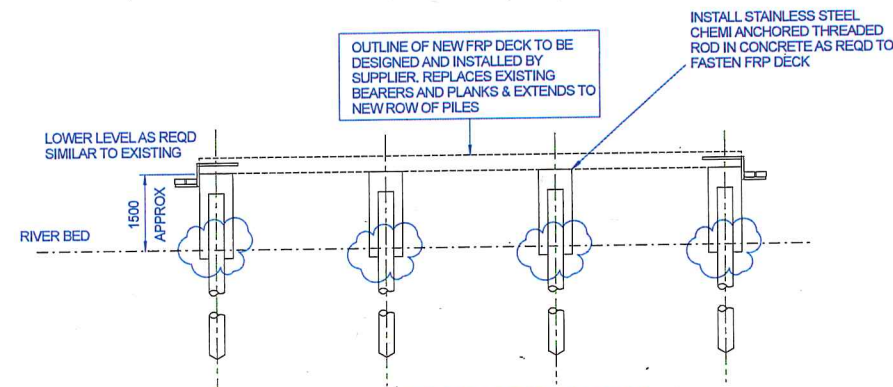
1. IT IS ASSUMED THAT CONCRETE WILL BE SITE BATCHED AND HAND PLACED. USE 1: 1.5: 2.5 PLAIN (UNREINFORCED) CONCRETE WITH PLASTICISER TO PRODUCE EFFECTIVE PLACING CONSISTENCY.

2. EXTRACT SOIL FROM PILE SECTION TO AT LEAST 1500 BELOW RIVER BED, PRIOR TO INSTALLING CONCRETE.

3. IF POSSIBLE DEWATER EXCAVATED PILE PRIOR TO INSTALLING CONCRETE.

4. IT IS NOT NECESSARY TO FLUSH SALT WATER RESIDUE BEFORE PLACING CONCRETE AS IT IS UNREINFORCED.

5. EST VOL OF CONCRETE REQD 1.0 M<sup>3</sup>. THIS WILL REQUIRE APPROXIMATELY 40 X 20KG BAGS OF CEMENT, 640 KG OF AGGREGATE, AND 960KG OF SAND, DEPENDING ON THE SIZE OF THE MIXER, EACH PILE WILL NEED APPROXIMATELY 8 TO 10 MIXER LOADS.



CROSS SECTION ON EXISTING PILES  
SCALE 1:100 AT A3

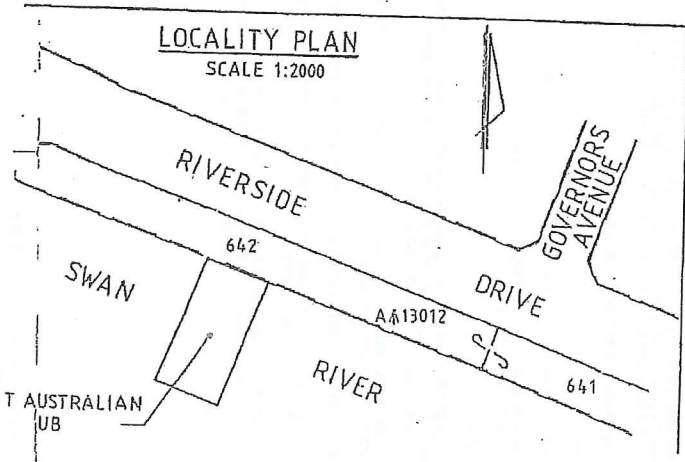
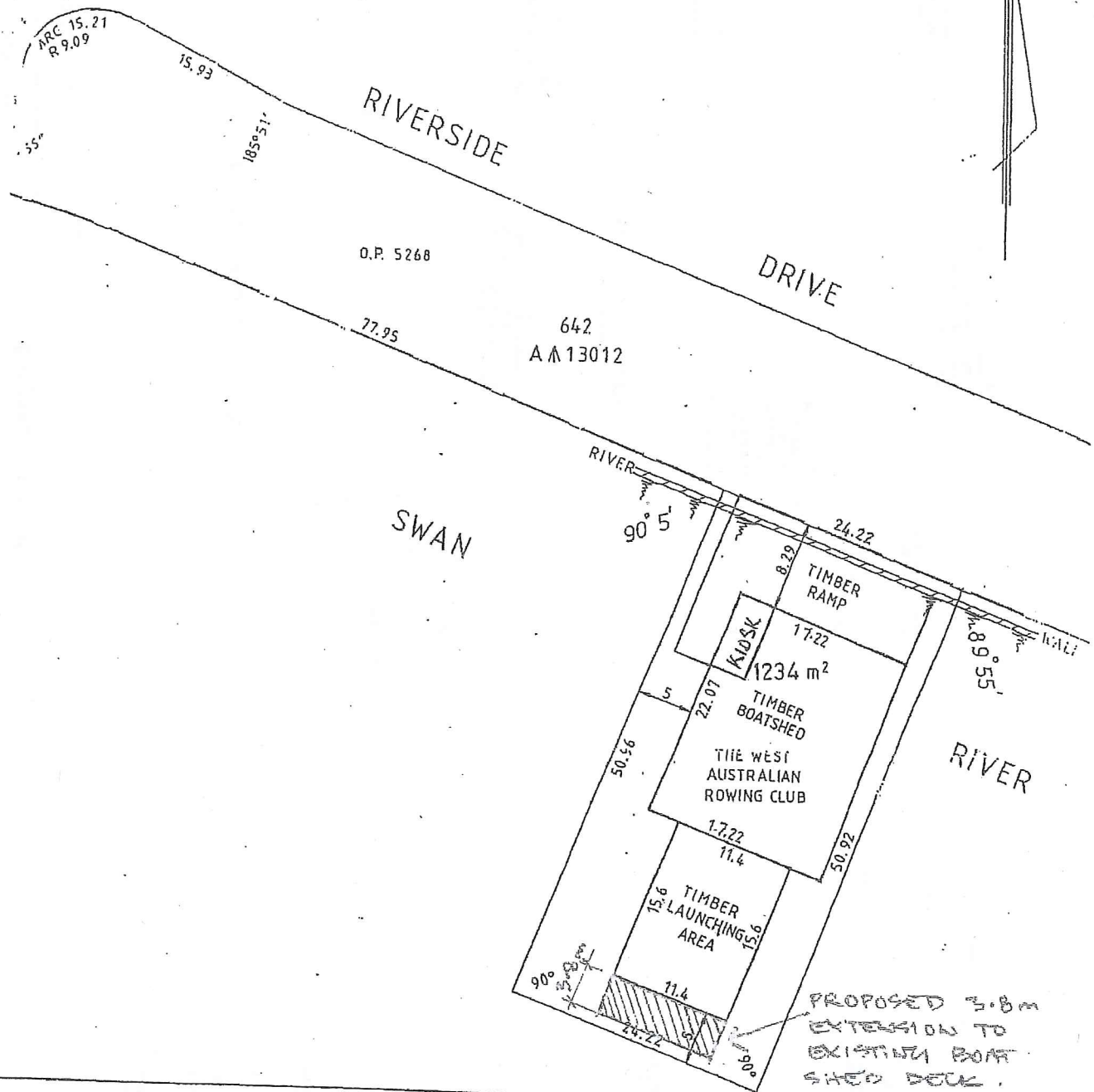
B	15/01/15	JW	JW	EXIST PILECAPS EXTENDED BELOW MUDLINE
A	25/05/14	JW	JW	ISSUED FOR REVIEW
No.	DATE	DRAWN	APPROVED	REVISION

CLIENT <b>WARC</b>		PRINCIPAL	
DESIGNED JW	CHECKED JW	APPROVED	
DRAWN JW	CHECKED JW	DATE	25/05/14

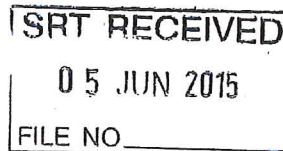
**wyche consulting**  
BRIDGES AND CIVIL STRUCTURES  
ACN 097 324 813  
P.O. Box 744, Wembley, WA 6913  
Telephone: +61 8 9287 2626  
Web site : [wyche.com.au](http://wyche.com.au)

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PROJECT	WEST AUSTRALIAN ROWING CLUB
TITLE	BOAT LAUNCHING DECK PROPOSED REFURBISHMENT & EXTENSION
DRAWING NUMBER	0207-003
ISSUE	B





EXISTING - [unclear] THE SR 76  
 PROPOSED EXTENSION & REPAIR TO  
 W.A.R.C. C. BOATSHED DECK/DECK  
 6<sup>th</sup> APRIL 2019



CITY of PERTH

Enquiries to: Tegan Jeans  
Contact: 08 9461 3184  
Our Ref: DA-2015/5144  
Your Ref: SRT6467

3 June 2015

Mr Rod Hughes  
General Manager  
Swan River Trust  
Locked Bag 104  
**BENTLEY WA 6983**

Dear Mr Hughes

**171 RIVERSIDE DRIVE, PERTH - REPAIRS TO AND EXTENSION TO EXISTING BOAT DECK**

Thank you for your letter dated 22 April 2015 referring an application for repairs to and extension to the existing boat deck at the subject site to the City for comment.

It is advised that the City supports this proposal subject to the following:-

- 1. the colour and material details of the deck not visually competing with or detracting from the heritage structure with details being submitted for approval of the City prior to applying for a building permit.***

Preliminary advice incorporating Building requirements is also enclosed for the applicant's information and compliance.

Tegan Jeans of the Council's Approval Services Unit is available on 08 9461 3184 to assist you with any further queries you may have relating to this matter.

Yours sincerely

A handwritten signature in blue ink, appearing to read "Margaret Smith".

**MARGARET SMITH  
MANAGER APPROVAL SERVICES**

Enc. Preliminary advice

Preliminary Advice

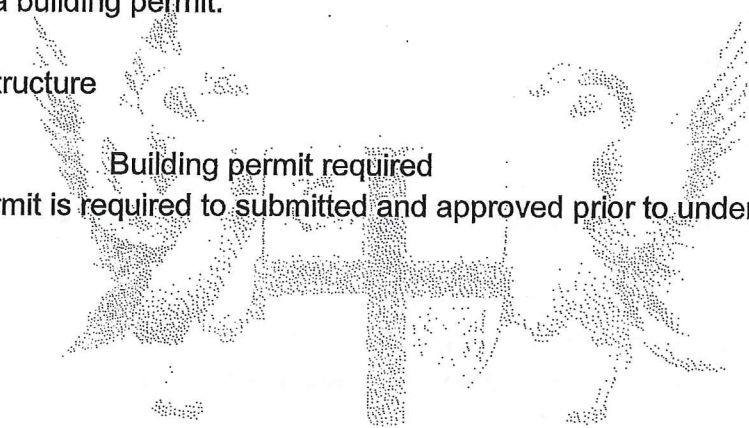
DA-2015/5144 "WA ROW CLUB BOATSHED", 171 Riverside Drive, PERTH  
WA 6000

Building Advice

AN07 Preliminary BCA advice  
Your attention is drawn to the following Building Code of Australia (BCA) requirements which need to be addressed prior to the submission of working drawings for a building permit.

Section B - Structure

BPR Building permit required  
A building permit is required to submitted and approved prior to undertaking building work.



City of Perth



Chan, Suzanna

**From:** Appleby, Iain <Iain.Appleby@transport.wa.gov.au>  
**Sent:** Thursday, 30 April 2015 2:56 PM  
**To:** Swan River Trust Planning  
**Cc:** de Mello, Herman; Zappara, Ron  
**Subject:** SRT6467

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Part 5 – REPAIRS AND EXTENSION TO EXISTING BOAT DECK – LOT 301 ON PLAN 47451 Perth – RIVER RESERVE 48325 – WESTERN AUSTRALIAN ROWING CLUB**

Following a review of the information provided for the above application, Department of Transport, Maritime Planning have no in principle objection to the proposal proceeding on the understanding that the following will be undertaken prior to any construction commencing:

- The proponent will require a modification to their existing jetty licence subject to Trust approval;
- All design plans / drawings are to be signed and certified by a qualified and experienced practising engineer and designed in accordance with AS4997-2001 Guidelines for the design of maritime structures;
- Recommend construction of the extension in appropriate materials that suit the purpose and environmental conditions.
- No works are to commence on site prior to the modification of the jetty licence being formalised (also subject to Trust approval).

Any queries please contact me.

regards

**Iain Appleby**

**Senior Planning Project Officer | Coastal Infrastructure | Department of Transport**

1 Essex Street, Fremantle WA 6160

Tel: (08) 94357532 Fax: (08) 94357812 Mob: 0457532306

Email: [Iain.Appleby@transport.wa.gov.au](mailto:Iain.Appleby@transport.wa.gov.au) | Web: [www.transport.wa.gov.au](http://www.transport.wa.gov.au)



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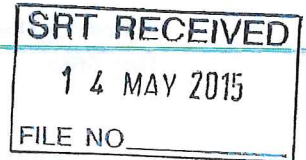


Working on behalf of the Heritage Council to recognise, conserve, adapt and celebrate our State's unique cultural heritage

13 May 2015

YOUR REF	SRT6467
OUR REF	P2090/36161
ENQUIRIES	Karen Jackson (08) 6552 4150

General Manager  
Swan River Trust  
Locked Bag 104  
BENTLEY DELIVERY CENTRE WA 6983



Attention: Suzanna Chan

Dear Sir

**West Australian Rowing Club  
SRT Application No. SRT6467**

Under the provisions of Section 11 of the *Heritage of Western Australia Act 1990*, the proposed development as described below has been referred to the Heritage Council for its advice.

Place Number	P2090
Place Name	West Australian Rowing Club
Street Address	Riverside Drive, Perth
Referral date	22 April 2015
Development Description	Repairs and extension to existing boat deck

We received the following drawings:

Prepared by Bruce Callow Architects Pty Ltd dated January 2015:  
Floor Plans - Ground and First Floor (showing extent of decking to be replaced)  
Elevations  
Sections

Prepared by Wyche Consulting:  
Existing Boat Ramp, March 2006, Rev A  
0207-003 – Boat Launching Deck, Proposed Refurbishment & Extension, dated 25 May 2014, Revision B

Prepared by Intertek dated 20 February 2015, Revision A:  
WA Rowing Club Deck Pile Levels

The referral for the proposed development has been considered in the context of the identified cultural significance of *West Australian Rowing Club* and the following advice is given:

**Findings**

- The proposal is for the replacement of existing launch deck and extension by one extra bay to the river.

[www.stateheritage.wa.gov.au](http://www.stateheritage.wa.gov.au)  
[info@stateheritage.wa.gov.au](mailto:info@stateheritage.wa.gov.au)



- The material being used is fibre reinforced plastic (FRP), as it provides advantages over the traditional timber materials that are continually submerged and exposed causing rapid deterioration of fabric. The colour of the FRP will be a beige-grey colour, which provides contrast to the water for visibility, and compliments the existing colour of the boatshed.
- Article 4.2 of the Burra Charter states that although traditional materials are preferred for conservation, in some circumstances modern materials that offer substantial conservation benefits may be appropriate. The Conservation Plan (1992) describes the piles as being in critical condition, and notes the launch deck has been rebuilt and replaced over the years, most recently in the 1980s.
- The replacement and extension of the launch deck in FRP will not have an adverse impact on the cultural significance of the place.

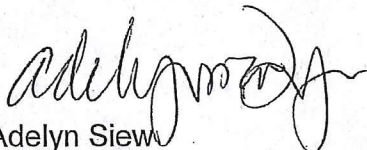
**Advice**

The proposed development, in accordance with the plans submitted, is supported.

We would appreciate a copy of your determination for our records.

Should you have any queries regarding this advice please contact Karen Jackson at [karen.jackson@stateheritage.wa.gov.au](mailto:karen.jackson@stateheritage.wa.gov.au) or on 6552 4150.

Yours sincerely



Adelyn Siew  
**DEVELOPMENT MANAGER**



