



## **Western Australian Planning Commission**

### **Minutes**

Thursday, 11 December 2025

- Members: Commissioner Cole - Chairperson  
Commissioner Haeren - Deputy Chairperson  
Commissioner Adair  
Commissioner Bennett  
Commissioner Hall  
Commissioner Lakey  
Commissioner Sandri  
Commissioner Sheers
- Apologies: Commissioner Brookes
- Others present: Sam Boucher - Manager, Commission Business  
Declan Dulemba-Hobbs - Senior Planning Officer, Metro Central North  
Tristan Emrich - A/Commission Support Team Leader  
Ben Hesketh - Planning Manager, Metro Central North  
Irene Obales - A/Senior Commission Support Officer  
Amy Pires - Governance Officer, Commission Support  
Dale Sanderson - Planning Director, Metro Central  
Belinda Sleaf - A/Senior Commission Support Officer  
Jamie Townend - Senior Planner, Metro Central South  
Kelsey Whitwell - Senior Planning Officer, Metro Central South

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## **1. Meeting Opening and Commencement**

The Chairperson declared the meeting open at 2:04 pm.

### **1.1 Acknowledgement of Country**

The Chairperson acknowledged the Whadjuk people of the Noongar Nation as the traditional owners and custodians of the land on which the meeting is taking place and welcomed members.

### **1.2 Apologies and leave of absence**

Commissioner Brookes - Apology

### **1.3 Disclosure of interests**

Commissioner Haeren declared an Indirect Pecuniary Interest on Item 3.1 - Development Application – Applecross Ferry Terminal, Applecross - Determination. Commissioner Haeren advised that he has been engaged by the City of Melville for Planning Advisory work in the last six months. Commissioner Haeren further advised that the proposal is in the City of Melville. Members agreed that Commissioner Haeren should not be present during the discussion and/or decision-making procedure on the item.

Commissioner Sandri declared an Actual Impartiality Interest on Item 3.1 - Development Application – Applecross Ferry Terminal, Applecross - Determination. Commissioner Sandri advised that her partner works for the City of Melville, which has provided a submission on this matter. Commissioner Sandri further advised that, while her partner was not directly involved in preparing the submission, they have had some involvement with the matter. Members agreed that Commissioner Sandri should not be present during the discussion and/or decision-making procedure on the item.

Commissioner Bennett declared a Perceived Impartiality Interest on Item 3.1 - Development Application – Applecross Ferry Terminal, Applecross - Determination. Commissioner Bennett advised that the Environmental Protection Authority (EPA) has determined not to assess the proposals and that she is a Deputy Chairperson of the EPA. Commissioner Bennett further advised that this decision was delegated to the Chair of the EPA and that she had not been involved in the EPA decision-making. Members agreed that Commissioner Bennett is permitted to be present during the discussion and/or decision-making procedure on the item as it is unlikely to influence Commissioner Bennett's conduct in relation to the matter.

Commissioner Sandri declared a Perceived Impartiality Interest on Item 5.1 - Development Application - Matilda Bay Ferry Terminal, Crawley - Determination. Commissioner Sandri advised that she is a Commissioner and the Deputy Chairperson at the City of Nedlands. Commissioner Sandri further advised that whilst the application falls within the City of Perth, City of Nedlands residents have previously raised questions about this matter at City of Nedlands Council meetings. Commissioner Sandri advised that she has not provided any response or expressed a view on the issue, and the City of Nedlands has not provided any formal submission or comment on the item. Members agreed that Commissioner Sandri is permitted to be present during the discussion and/or decision-making procedure on the item as it is unlikely to influence Commissioner Sandri's conduct in relation to the matter.

Commissioner Bennett declared a Perceived Impartiality Interest on Item 5.1 - Development Application - Matilda Bay Ferry Terminal, Crawley - Determination. Commissioner Bennett advised that the

Environmental Protection Authority (EPA) has determined not to assess the proposals and that she is a Deputy Chairperson of the EPA. Commissioner Bennett advised that this decision was delegated to the Chair of the EPA and that she had not been involved in the EPA decision-making. Commissioner Bennett further advised that her employee at CLE Town Planning + Design has published an opinion piece in The West Australian, in a personal capacity separate to their professional role. Commissioner Bennett advised that, other than to confirm that the opinion piece had been provided, she did not discuss the content of the article with the employee. Members agreed that Commissioner Bennett is permitted to be present during the discussion and/or decision-making procedure on the item as it is unlikely to influence Commissioner Bennett's conduct in relation to the matter.

#### **1.4 Disclosures of representation**

Commissioner Haeren declared a Disclosure of Representation on Item 5.1 - Development Application - Matilda Bay Ferry Terminal, Crawley - Determination. Commissioner Haeren advised that he had been approached by members of the public, both in person and online, regarding concerns about the proposal. Commissioner Haeren further advised that he had not commented on the proposal and had not received any additional information that was not available to other members of the Commission.

#### **1.5 Declaration of due consideration**

All members indicated that they had received and considered the agenda items prior to the Western Australian Planning Commission meeting.

##### **1.5.1 Additional Information for Members**

## **2. Deputations and presentations (Item 3.1)**

### **2.1 Development Application – Applecross Ferry Terminal, Applecross - Determination**

Commissioner Haeren declared an Indirect Pecuniary interest on Item 3.1 and left the meeting at 2:34 pm.

Commissioner Sandri declared an Actual Impartiality interest on Item 3.1 and left the meeting at 2:34 pm.

**Presenters: Clive Pearson and Nick Sharples - Raffles Waterfront Apartments Strata Council**

Clive Pearson and Nick Sharples made a deputation to the Western Australian Planning Commission regarding the Development Application – Applecross Ferry Terminal, Applecross - Determination.

## **2.2 Development Application – Applecross Ferry Terminal, Applecross - Determination**

**Presenters:** Lindsey White, Rebecca Richards, Merle Nuber, Chrystal King, Misha White and Rosemaree Bell - Public Transport Authority, Renee Young and Murray Casselton - Element Advisory

The Public Transport Authority, represented by Lindsey White, Rebecca Richards, Merle Nuber, Chrystal King, Misha White and Rosemaree Bell; and Element Advisory, represented by Renee Young and Murray Casselton, made a deputation to the Western Australian Planning Commission regarding the Development Application – Applecross Ferry Terminal, Applecross - Determination.

Members moved to adjourn the meeting for 15 minutes, in accordance with Section 8.5 of the Meeting Procedures, due to a disturbance from the public.

**Moved by** Commissioner Hall  
**Seconded by** Commissioner Sheers

**The motion was put and carried**

**The meeting was adjourned at 2:40 pm.**

**The meeting resumed at 2:55 pm.**

## **2.3 Development Application – Applecross Ferry Terminal, Applecross - Determination**

**Written Submission:** Damien Marantelli - Resident

Members noted the written submission on Item 3.1 - Development Application – Applecross Ferry Terminal, Applecross - Determination.

## **2.4 Development Application – Applecross Ferry Terminal, Applecross - Determination**

**Written Submission:** Kate Bainbridge - City of Melville

Members noted the written submission on Item 3.1 - Development Application – Applecross Ferry Terminal, Applecross - Determination.

## **2.5 Development Application – Applecross Ferry Terminal, Applecross - Determination**

**Written Submission:** John Nielson - Canning Bridge Ferry Action Group

Members noted the written submission on Item 3.1 - Development Application – Applecross Ferry Terminal, Applecross - Determination.

### 3. Non-confidential items for discussion, decision or noting

#### 3.1 Development Application – Applecross Ferry Terminal, Applecross - Determination (17-50198-1)

During deliberations on the item, Members considered the following:

- Other ferry terminal locations are not being considered by the WA Planning Commission.
- The operation of the ferries is not a matter that requires approval under the Metropolitan Region Scheme (MRS) as it is a separate approval process under the *Swan and Canning Rivers Management Act 2006*.
- The Waterway Safety Management is a Department of Transport and Major Infrastructure (DTMI) responsibility.
- The recommendation of the Department of Planning, Lands and Heritage (the Department) is in accordance with the advice of the Swan River Trust (SRT), which includes conditions provided by the SRT.
- That the use of the Swan River has evolved over time and will continue to do so. That as a public waterway, it should support public transport, with a move toward greater public and active travel.
- The Department does not support the request from the Public Transport Authority (PTA) to delay the bike shelter construction for 18 months. Members noted that active transport demand is expected from day one, and early provision will reduce car movements to ferry terminals and establish usage patterns. The Department's recommendation includes a condition that requires the bike shelter to be built prior to commencement of operations.
- Public consultation has been undertaken as required under Clause 41 of the MRS, noting that 530 submissions were received with 71.5% of respondents in support or in support with changes of the ferry terminal.
- The proponent and the City of Melville are discussing provision of drop off bays, as the Development Application does not include dedicated parking bays. These discussions also include the possibility of future bus route changes.
- There was concern of vibration damage to adjacent buildings. Although, not explicitly listed in the recommended conditions and advice list, a dilapidation report is generally required under

a Construction Management Plan or Construction Environmental Management Plan.

- Given the Applecross ferry terminal is currently at 15% design, if the development application is approved, any substantial design modification or change in location would require a new or amended development application.
- The final plans ensure continued public access to the foreshore by limiting the land-based development footprint to within the existing pedestrian footpath area, retaining separate pedestrian and cycle paths, and incorporating only minor extensions along the foreshore edge, with no substantial landside infrastructure proposed.
- The Applecross ferry terminal development incorporates advice from the Government Architect of Western Australia on design elements, with conditions for further refinement to address the Raffles apartment residents' concerns. While ferry operations are outside the scope of the development application, design improvements will continue to mitigate impacts and deliver positive outcomes.
- The City of Melville's comments on the application have been considered in the assessment, with the majority of relevant proposed conditions incorporated into the Department's proposed conditions, in conjunction with those recommended by other agencies.
- Further discussions with the PTA resulted in an amended recommendation from the Department. The changes to the Department's recommended conditions 10, 11, 12 and 13 were minor in nature and do not result in any substantive change to the recommendation or the proposal. It has been noted that the Department does not support the PTA's recommendation to delay the bike shelter construction.

Members moved the amended recommendation of the Department to open debate on the item.

### **AMENDED RECOMMENDATION**

**Moved by** Commissioner Bennett  
**Seconded by** Commissioner Sheers

*That the Western Australian Planning Commission resolves under clause 48(a) of the Metropolitan Region Scheme to approve the application for development of a ferry terminal and associated infrastructure on Lot 310 on Deposited Plan 47439 (Reserve 48327) being the Canning River and the Canning Beach Road reserve*

comprising Parcel Identification Number 1284137 (Land ID: 3159415), subject to the following conditions and advice:

1. *The development is to be carried out in accordance with the approved development plans date stamped 23 September 2025 subject to any modifications as required by the conditions of approval.*
2. *The development approval is valid for a period of four years from the date of this letter. If the subject development is not substantially commenced within the four-year period, the approval shall lapse and be of no further effect.*
3. *Prior to any fill and/or topsoil being brought onto the site, the applicant shall ensure that all material is certified clean, uncontaminated, and free from rubble, weeds and disease and is geotechnically suitable for the proposed works to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Biodiversity, Conservation and Attractions.*
4. (a) *Prior to the commencement of works, a Construction Environmental Management plan is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, to the specifications of the Department of Biodiversity, Conservation and Attractions and the City of Melville.*  
  
(b) *Once approved, the Construction Environmental Management Plan is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*
5. (a) *Prior to the commencement of landside works, a Stormwater Management Plan is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, to the specifications of the Department of Biodiversity, Conservation and Attractions and the City of Melville.*  
  
(b) *Once approved, the Stormwater Management Plan is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*
6. (a) *Prior to the commencement of works, the Transport Impact Statement and SIDRA modelling is to be updated to the satisfaction of the Western Australian Planning Commission, on the advice of Main Roads Western Australia and the City of Melville.*  
  
(b) *Once approved, the Traffic Impact Statement is to be implemented prior to commencement of operation of the ferry*

*terminal to the satisfaction of the Western Australian Planning Commission.*

7. (a) *Prior to the commencement of works, a Road Safety Audit is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Melville.*

*(b) Once approved, the Road Safety Audit is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*

8. (a) *Prior to the commencement of works, detailed design Architectural Drawings are to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Planning, Lands and Heritage, the Department of Biodiversity, Conservation and Attractions, and the City of Melville.*

*(b) Once approved, the Architectural Drawings are to be implemented in full to the satisfaction of the Western Australian Planning Commission.*

9. *Prior to commencement of landside works, detailed civil design and engineering plans for the relevant road and pedestrian network are to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Melville.*

10. *Prior to commencement of water side works, detailed civil design and engineering plans for these works are to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Melville.*

11. (a) *Prior to the commencement of landside works, a Landscape Plan is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Biodiversity, Conservation and Attractions and the City of Melville.*

*(b) Once approved, the Landscape Plan is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*

12. (a) *Prior to the commencement of landside works, a detailed Lighting Plan for these works is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Biodiversity, Conservation and Attractions and the City of Melville.*



*(b) Once approved, the Lighting Plan is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*

13. *(a) Prior to the commencement of water side works, a detailed Lighting Plan for these works is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Biodiversity, Conservation and Attractions and the City of Melville.*

*(b) Once approved, the Lighting Plan is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*

14. *Prior to the commencement of works, a Crime Prevention Through Environmental Design statement is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Planning, Lands and Heritage and City of Melville.*

15. *Prior to the commencement of works, an Interpretation Plan is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Heritage Council of Western Australia.*

16. *Prior to the commencement of operation of the ferry terminal, a secure bicycle shelter is to be designed and constructed to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Planning, Lands and Heritage, the City of Melville, the Department of Biodiversity, Conservation and Attractions and the Department of Transport and Major Infrastructure.*

17. *(a) Prior to the commencement of operations of the ferry terminal, a Signage and Wayfinding Strategy is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Planning, Lands and Heritage and the City of Melville.*

*(b) Once approved, the Signage and Wayfinding Strategy is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*

18. *(a) Prior to the commencement of operations of the ferry terminal, a Public Art Plan is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Planning, Lands and Heritage and City of Melville.*

*(b) Once approved, the Public Art Plan is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*

*19. (a) Prior to the commencement of operations of the ferry terminal, a Foreshore Management Plan is to be submitted and approved to the satisfaction of the Western Australian Planning Commission on the advice of the Department of Biodiversity, Conservation and Attractions and the City of Melville.*

*(b) Once approved, the Foreshore Management Plan is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*

*20. (a) Prior to the commencement of operation of the ferry terminal, an Environmental Management System is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Biodiversity, Conservation and Attractions.*

*(b) Once approved, the Environmental Management System is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*

*21. (a) Prior to the commencement operation of the ferry terminal, a Waste Management Plan shall be submitted and approved to the satisfaction of the Western Australian Planning Commission, on advice from the City of Melville.*

*(b) Once approved, the Waste Management Plan is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*

*22. (a) Prior to commencement of operations of the ferry terminal, an Asset Management and Maintenance Plan is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Melville.*

*(b) Once approved, the Asset Management and Maintenance Plan shall be implemented in full to the satisfaction of the Western Australian Planning Commission.*

*23. The applicant shall ensure that no damage to the foreshore, riverbank, or waterway (including infrastructure and vegetation) occurs beyond the scope of the approved works. Should any inadvertent damage or impacts occur, the applicant is required to notify the Department of Biodiversity, Conservation and Attractions within 48 hours and make good any damage to the satisfaction of the Western Australian Planning Commission, and to the specifications of the Department of Biodiversity, Conservation and Attractions.*

24. *Any soil, cement, rubbish, or any other deleterious matter shall not be allowed to enter the Swan River as a result of the works to the satisfaction of the Western Australian Planning Commission, to the specifications of the Department of Biodiversity, Conservation and Attractions.*
25. *Within 14 days of the completion of the works, unless otherwise agreed in writing, all waste and temporary construction materials and structures, shall be removed from the Regional Open Space and Waterway reserve and the site cleaned-up and remediated, to the satisfaction of the Western Australian Planning Commission, to the specifications of the Department of Biodiversity, Conservation and Attractions.*
26. *Within 60 days of the completion of the works, the applicant shall provide a Close-out Report to the satisfaction of the Western Australian Planning Commission, to the specifications of the Department of Biodiversity, Conservation and Attractions.*
27. *Within 120 days of the completion of the works, the applicant shall provide as constructed surveys and drawings to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Biodiversity, Conservation and Attractions.*

*Advice:*

1. *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. Notification of works and the submission of any documents can be emailed to [metrorivercrossings@dbca.wa.gov.au](mailto:metrorivercrossings@dbca.wa.gov.au)*
2. *In regard to Condition 3, refer to the Department of Water and Environmental Regulation's fact sheet Amendments to the Environmental Protection Regulations 1987 - Clean Fill and Uncontaminated Fill for the requirements of clean fill.*
3. *In regard to Condition 4, the Construction Environmental Management Plan (CEMP) should provide site-specific measures to address the following:*
  - a) *detailed work statement that describes the construction and staging of the new ferry terminal, associated structures and landscaping works.*
  - b) *a detailed site map showing laydown areas, access track, vehicle entry/exit points, parking areas, refuelling locations (if required), stockpiling and storage areas;*

- c) *temporary fencing and signage, measures proposed to manage turbidity plumes (riverbed disturbance), erosion and sediment run-off (on land);*
- d) *management of machinery, equipment, vehicles, including refuelling procedure (if required) and spill response. Emergency spill kits should be kept onsite at all times;*
- e) *vessel management, including pest control;*
- f) *on-site storage and management of chemicals to prevent spills;*
- g) *erosion and sediment controls, including onsite storage and bunding of materials;*
- h) *sediment and turbidity management, including sediment contamination risk management;*
- i) *water quality protection, including water quality monitoring;*
- j) *protection of vegetation, including identification of trees to be removed and trees to be retained. Please refer to Australian Standard AS 4970-2009: Protection of trees on development sites;*
- k) *acid sulfate soils management and dewatering management (if required);*
- l) *waste management;*
- m) *construction noise management including aquatic noise management for the protection of fauna;*
- n) *public and construction traffic access route and management;*
- o) *complaints and environmental incident management; and*
- p) *hours of operation, timeframes and responsibilities for tasks identified*

*Guidance for preparation of a CEMP is provided in the Department of Biodiversity, Conservation and Attractions' DBCA Guidance Note – Construction Environmental Management Plans and Policies, plans and guidelines | Department of Biodiversity, Conservation and Attractions.*

4. *In regard to Condition 5, the Stormwater Management system shall be designed to prevent mobilisation of sediment and contaminants (e.g. gross pollutants) from the site to the river and minimise erosion and scour risk to the foreshore. Stormwater from the proposed development should be managed in accordance with the Department of Biodiversity, Conservation and Attractions' Policy 49: Planning for Stormwater Management Affecting the Swan Canning Development Control Area, and the Department of Water and Environmental Regulation's Stormwater Management Manual for Western Australia and Decision Process for Stormwater Management in WA.*
5. *In regard to conditions 8, 9 and 10, detailed design, engineering and architectural drawings, including specifications for the proposed structures (e.g. ferry terminal, land-based infrastructure and landscaping) should be provided in accordance with the Canning Bridge Activity Centre landscape design guidelines unless otherwise supported in consultation with the City of Melville. This shall include a schedule of colours, materials and finishes for the proposed structures. The selection of colours, materials and finishes should be of low reflective standard and reflect the character and landscape setting of the Swan River and surrounding foreshore. If the field trials and revised detailed coastal study for the proposed ferry operations indicate that ferry terminals and associated ferry operations are contributing to localised erosion issues on the adjacent foreshore, details of erosion and scour protection for the foreshore should be provided.*

*The Department of Biodiversity, Conservation and Attraction's Preliminary assessment of plastic infrastructure in the Swan Canning Riverpark (Borne et al. 2024) documented the degradation of plastic infrastructure in the Riverpark. Plastic infrastructure, including thick rubber flooring on the proposed ferry terminal is to be avoided to mitigate the release of microplastics into the environment. Alternative products is recommended. In the event that there is no viable alternative product and plastic products are approved by the Department of Biodiversity, Conservation and Attractions in this location, evidence is to be provided that the proposed plastic products (e.g. fibre-reinforced plastic) satisfy the following minimum requirements:*

- a) *evidence that the product is specified for use within the subject environment (e.g. alkaline, estuarine, or wetland) including certification and/or material specifications to ensure material longevity and reduce the risk of plastic deterioration over time*

- b) *a manufacturers' warranty, applicable to the intended use of the plastic in this instance, of exceeding 15 years or greater*
  - c) *the product is non-flammable and has fire-retardant properties*
  - d) *the product contains UV treatments, (to be integrally moulded) does not contain materials or biproducts (e.g. non-slip grit) which are easily shed or lost into the environment.*
6. *In regard to Condition 11, the detailed Landscape Plan should include the following details:*
- a) *tree removal and retention/protection plan of any existing vegetation and/or landscaped areas to be retained;*
  - b) *weed control, including any chemicals to be used;*
  - c) *details of trees and native plant species, densities, size and location of planting areas. It is recommended that revegetation of the river's edge, behind the existing rock revetments and other hard structures are undertaken to visually soften these hard structures, improve the interface with the river and assist with erosion control;*
  - d) *details and specifications of the park furniture, public art, signage, surface treatments, pathways including any verge and shared path treatments;*
  - e) *any lawns to be established,*
  - f) *If proposed, details of the habitat enhancement/creation on the ferry terminal pylons and/or other locations; and*
  - g) *monitoring and maintenance requirements of the land-based infrastructure and associated landscaping areas, including weed control and vegetation completion criteria.*

*Polyphagous Shot-Hole Borer (PSHB) is a declared pest in Western Australia and is present in the Swan Canning development control area. In compliance with the PSHB Quarantine Area Notice published in the government Gazette on 6 September 2024, any unseasoned or untreated wood or timber more than 2.5cm in diameter in size must be chipped to pieces that are less than 2.5cm diameter in size, or otherwise (a) must not be moved except in accordance with the notice, or (b) be transported in a fully sealed and covered skip bin, trailer, or truck to a waste management premises contained in the list of PSHB waste management facilities published on the*

*Department of Primary Industry and Regional Development's (DPIRD) website. If you see signs of PSHB in trees or plant material, you must report it immediately to DPIRD.*

- 7. In regard to Condition 12 and 13, the Lighting Plan should be prepared in accordance with Australian Standard AS 1158.3.1 (Cat. P) and include all the lighting features proposed on the ferry terminal, landscaping areas (if relevant) and a light spill diagram. Lighting should be designed to minimise light spill to the river and surrounding foreshore areas to ensure that wildlife is not unacceptably impacted.*
- 8. In regard to Condition 14, the Crime Prevention Through Environmental Design (CPTED) Statement is to be prepared in accordance with the Western Australian Planning Commission's Safer Places by Design CPTED planning guidelines.*
- 9. In regard to Condition 19, the Foreshore Management Plan should include on-going monitoring and maintenance of the jetty structure and the adjacent foreshore. Please note that if shoreline monitoring indicates that the foreshore is being impacted from the operation of the ferry terminal, works to manage foreshore erosion and scour is required.*

*The Foreshore Management Plan is to be prepared in accordance with State Planning Policy 2.6 – Coastal Planning. Guidance for the preparation of a Foreshore Management Plan is provided the Department of Biodiversity, Conservation and Attractions' Guidelines for developing foreshore management plans in the Swan Canning Riverpark*

*The Coastal Processes and Hazard Assessment is to be updated in accordance with the requirements of State Planning Policy 2.6 – Coastal Planning.*

- 10. In regard to Condition 20, the Environmental Management System is to be developed in accordance with the current guidelines of the Department of Biodiversity, Conservation and Attractions and is to be reviewed on an annual basis. The Environmental Management System should address environmental issues associated with maintenance, facility use, pollution prevention and control and foreshore management. As per above on-going monitoring and maintenance of the jetty structure and the adjacent foreshore is required. Please note that if shoreline monitoring indicates that the foreshore is being impacted from the operation of the ferry terminal, works to manage foreshore erosion and scour is required.*

- 11. In regard to Condition 26, the Close-Out Report should contain:*

*a) before and after photos of the works; and*

*b) any comments in relation to compliance and non-compliance with conditions of the approval.*

*12. The Department of Biodiversity, Conservation and Attractions advise that a River reserve lease is required across all development within the River reserve in accordance with the Swan and Canning Rivers Management Act 2006.*

*13. Acid sulfate soils (ASS) risk mapping indicates that the site is located within an area identified as representing a high to moderate risk of ASS occurring within 3 metres of the natural soil surface. Please refer to Department of Water and Environmental Regulation's acid sulfate soil guidelines for information to assist with the management of ground and/or groundwater disturbing works:*

*<https://www.wa.gov.au/government/publications/treatment-and-management-of-soil-and-water-acid-sulfate-soil-landscapes>*

*Due to the potential for disturbance of river sediments, please refer to the Water Quality Australia Guidelines for the dredging of acid sulfate soil sediments and associated dredge spoil management:*

*<https://www.waterquality.gov.au/issues/acid-sulfate-soils/dredge-spoil-management>*

Members outlined the following points in support of the Department's amended recommendation:

- The proposed ferry terminal is an important part of the overall public transport network for the city.
- A separate approval process is required for the ferry operations.
- The continued foreshore access is essential, which has been considered in the assessment, and it has been noted that the landside infrastructure is limited.
- The concerns raised through the public consultation process were considered in detail and that the recommendation of the Department addressed the concerns.
- There will be a dilapidation report to be undertaken to address potential damage to adjacent buildings due to the construction of the ferry terminal.
- The construction of the bike shelter before commencement of operations is essential.



- The Swan River being utilised for ferry services will deliver a positive outcome for the Perth community and reduce pressure on existing infrastructure.
- The Government Architect of Western Australia and the Aboriginal Reference Group will be involved in the final design of the ferry terminal which will be beneficial to the proposed development.

## **AMENDING MOTION**

Members moved to add a new point 4 (c) to the recommended conditions of the Department to require a dilapidation report for adjacent buildings to be included in the Construction Environmental Management Plan for clarity.

**Moved by** Commissioner Adair  
**Seconded by** Commissioner Hall

*4 (c) A dilapidation report of adjacent buildings, including but not limited to the Raffles apartment building, to be included in the Construction Environmental Management Plan.*

**The motion was put and carried**

Members acknowledged the thorough assessment of the development application, noting that the City of Melville's comments have been incorporated into the recommended conditions. Members recognised strong alignment with *Perth and Peel@3.5 million*, which is the Commission's guiding planning framework for the metropolitan area, and that the development supports the Canning Bridge Activity Centre Plan, which aims to enhance public transport connectivity and support activity centres and growth areas within Perth. Members also highlighted that no dredging is required for the ferry terminal and acknowledged PTA's efforts to minimise seagrass impact.

## **SUBSTANTIVE RESOLUTION**

*That the Western Australian Planning Commission resolves under clause 48(a) of the Metropolitan Region Scheme to approve the application for development of a ferry terminal and associated infrastructure on Lot 310 on Deposited Plan 47439 (Reserve 48327) being the Canning River and the Canning Beach Road reserve comprising Parcel Identification Number 1284137 (Land ID: 3159415), subject to the following conditions and advice:*

1. *The development is to be carried out in accordance with the approved development plans date stamped 23 September 2025 subject to any modifications as required by the conditions of approval.*

2. *The development approval is valid for a period of four years from the date of this letter. If the subject development is not substantially commenced within the four-year period, the approval shall lapse and be of no further effect.*
3. *Prior to any fill and/or topsoil being brought onto the site, the applicant shall ensure that all material is certified clean, uncontaminated, and free from rubble, weeds and disease and is geotechnically suitable for the proposed works to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Biodiversity, Conservation and Attractions.*
4. (a) *Prior to the commencement of works, a Construction Environmental Management plan is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, to the specifications of the Department of Biodiversity, Conservation and Attractions and the City of Melville.*  
  
(b) *Once approved, the Construction Environmental Management Plan is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*  
  
(c) *A dilapidation report of adjacent buildings, including but not limited to the Raffles apartment building, to be included in the Construction Environmental Management Plan.*
5. (a) *Prior to the commencement of landside works, a Stormwater Management Plan is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, to the specifications of the Department of Biodiversity, Conservation and Attractions and the City of Melville.*  
  
(b) *Once approved, the Stormwater Management Plan is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*
6. (a) *Prior to the commencement of works, the Transport Impact Statement and SIDRA modelling is to be updated to the satisfaction of the Western Australian Planning Commission, on the advice of Main Roads Western Australia and the City of Melville.*  
  
(b) *Once approved, the Traffic Impact Statement is to be implemented prior to commencement of operation of the ferry terminal to the satisfaction of the Western Australian Planning Commission.*
7. (a) *Prior to the commencement of works, a Road Safety Audit is to be submitted and approved to the satisfaction of the Western*

*Australian Planning Commission, on the advice of the City of Melville.*

*(b) Once approved, the Road Safety Audit is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*

8. *(a) Prior to the commencement of works, detailed design Architectural Drawings are to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Planning, Lands and Heritage, the Department of Biodiversity, Conservation and Attractions, and the City of Melville.*

*(b) Once approved, the Architectural Drawings are to be implemented in full to the satisfaction of the Western Australian Planning Commission.*

9. *Prior to commencement of landside works, detailed civil design and engineering plans for the relevant road and pedestrian network are to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Melville.*

10. *Prior to commencement of water side works, detailed civil design and engineering plans for these works are to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Melville.*

11. *(a) Prior to the commencement of landside works, a Landscape Plan is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Biodiversity, Conservation and Attractions and the City of Melville.*

*(b) Once approved, the Landscape Plan is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*

12. *(a) Prior to the commencement of landside works, a detailed Lighting Plan for these works is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Biodiversity, Conservation and Attractions and the City of Melville.*

*(b) Once approved, the Lighting Plan is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*

13. (a) *Prior to the commencement of water side works, a detailed Lighting Plan for these works is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Biodiversity, Conservation and Attractions and the City of Melville.*

(b) *Once approved, the Lighting Plan is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*

14. *Prior to the commencement of works, a Crime Prevention Through Environmental Design statement is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Planning, Lands and Heritage and City of Melville.*

15. *Prior to the commencement of works, an Interpretation Plan is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Heritage Council of Western Australia.*

16. *Prior to the commencement of operation of the ferry terminal, a secure bicycle shelter is to be designed and constructed to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Planning, Lands and Heritage, the City of Melville, the Department of Biodiversity, Conservation and Attractions and the Department of Transport and Major Infrastructure.*

17. (a) *Prior to the commencement of operations of the ferry terminal, a Signage and Wayfinding Strategy is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Planning, Lands and Heritage and the City of Melville.*

(b) *Once approved, the Signage and Wayfinding Strategy is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*

18. (a) *Prior to the commencement of operations of the ferry terminal, a Public Art Plan is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Planning, Lands and Heritage and City of Melville.*

(b) *Once approved, the Public Art Plan is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*

19. (a) *Prior to the commencement of operations of the ferry terminal, a Foreshore Management Plan is to be submitted and*

*approved to the satisfaction of the Western Australian Planning Commission on the advice of the Department of Biodiversity, Conservation and Attractions and the City of Melville.*

*(b) Once approved, the Foreshore Management Plan is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*

*20. (a) Prior to the commencement of operation of the ferry terminal, an Environmental Management System is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Biodiversity, Conservation and Attractions.*

*(b) Once approved, the Environmental Management System is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*

*21. (a) Prior to the commencement operation of the ferry terminal, a Waste Management Plan shall be submitted and approved to the satisfaction of the Western Australian Planning Commission, on advice from the City of Melville.*

*(b) Once approved, the Waste Management Plan is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*

*22. (a) Prior to commencement of operations of the ferry terminal, an Asset Management and Maintenance Plan is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Melville.*

*(b) Once approved, the Asset Management and Maintenance Plan shall be implemented in full to the satisfaction of the Western Australian Planning Commission.*

*23. The applicant shall ensure that no damage to the foreshore, riverbank, or waterway (including infrastructure and vegetation) occurs beyond the scope of the approved works. Should any inadvertent damage or impacts occur, the applicant is required to notify the Department of Biodiversity, Conservation and Attractions within 48 hours and make good any damage to the satisfaction of the Western Australian Planning Commission, and to the specifications of the Department of Biodiversity, Conservation and Attractions.*

*24. Any soil, cement, rubbish, or any other deleterious matter shall not be allowed to enter the Swan River as a result of the works to the satisfaction of the Western Australian Planning Commission, to the specifications of the Department of Biodiversity, Conservation and Attractions.*

25. *Within 14 days of the completion of the works, unless otherwise agreed in writing, all waste and temporary construction materials and structures, shall be removed from the Regional Open Space and Waterway reserve and the site cleaned-up and remediated, to the satisfaction of the Western Australian Planning Commission, to the specifications of the Department of Biodiversity, Conservation and Attractions.*
26. *Within 60 days of the completion of the works, the applicant shall provide a Close-out Report to the satisfaction of the Western Australian Planning Commission, to the specifications of the Department of Biodiversity, Conservation and Attractions.*
27. *Within 120 days of the completion of the works, the applicant shall provide as constructed surveys and drawings to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Biodiversity, Conservation and Attractions.*

*Advice:*

1. *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. Notification of works and the submission of any documents can be emailed to [metrorivercrossings@dbca.wa.gov.au](mailto:metrorivercrossings@dbca.wa.gov.au)*
2. *In regard to Condition 3, refer to the Department of Water and Environmental Regulation's fact sheet Amendments to the Environmental Protection Regulations 1987 - Clean Fill and Uncontaminated Fill for the requirements of clean fill.*
3. *In regard to Condition 4, the Construction Environmental Management Plan (CEMP) should provide site-specific measures to address the following:*
  - a) *detailed work statement that describes the construction and staging of the new ferry terminal, associated structures and landscaping works.*
  - b) *a detailed site map showing laydown areas, access track, vehicle entry/exit points, parking areas, refuelling locations (if required), stockpiling and storage areas;*
  - c) *temporary fencing and signage, measures proposed to manage turbidity plumes (riverbed disturbance), erosion and sediment run-off (on land);*

- d) *management of machinery, equipment, vehicles, including refuelling procedure (if required) and spill response. Emergency spill kits should be kept onsite at all times;*
- e) *vessel management, including pest control;*
- f) *on-site storage and management of chemicals to prevent spills;*
- g) *erosion and sediment controls, including onsite storage and bunding of materials;*
- h) *sediment and turbidity management, including sediment contamination risk management;*
- i) *water quality protection, including water quality monitoring;*
- j) *protection of vegetation, including identification of trees to be removed and trees to be retained. Please refer to Australian Standard AS 4970-2009: Protection of trees on development sites;*
- k) *acid sulfate soils management and dewatering management (if required);*
- l) *waste management;*
- m) *construction noise management including aquatic noise management for the protection of fauna;*
- n) *public and construction traffic access route and management;*
- o) *complaints and environmental incident management; and*
- p) *hours of operation, timeframes and responsibilities for tasks identified*

*Guidance for preparation of a CEMP is provided in the Department of Biodiversity, Conservation and Attractions' DBCA Guidance Note – Construction Environmental Management Plans and Policies, plans and guidelines | Department of Biodiversity, Conservation and Attractions.*

4. *In regard to Condition 5, the Stormwater Management system shall be designed to prevent mobilisation of sediment and contaminants (e.g. gross pollutants) from the site to the river and minimise erosion and scour risk to the foreshore. Stormwater from the proposed development should be managed in accordance with the Department of Biodiversity, Conservation and Attractions' Policy 49: Planning for Stormwater Management*

*Affecting the Swan Canning Development Control Area, and the Department of Water and Environmental Regulation's Stormwater Management Manual for Western Australia and Decision Process for Stormwater Management in WA.*

5. *In regard to conditions 8, 9 and 10, detailed design, engineering and architectural drawings, including specifications for the proposed structures (e.g. ferry terminal, land-based infrastructure and landscaping) should be provided in accordance with the Canning Bridge Activity Centre landscape design guidelines unless otherwise supported in consultation with the City of Melville. This shall include a schedule of colours, materials and finishes for the proposed structures. The selection of colours, materials and finishes should be of low reflective standard and reflect the character and landscape setting of the Swan River and surrounding foreshore. If the field trials and revised detailed coastal study for the proposed ferry operations indicate that ferry terminals and associated ferry operations are contributing to localised erosion issues on the adjacent foreshore, details of erosion and scour protection for the foreshore should be provided.*

*The Department of Biodiversity, Conservation and Attraction's Preliminary assessment of plastic infrastructure in the Swan Canning Riverpark (Borne et al. 2024) documented the degradation of plastic infrastructure in the Riverpark. Plastic infrastructure, including thick rubber flooring on the proposed ferry terminal is to be avoided to mitigate the release of microplastics into the environment. Alternative products is recommended. In the event that there is no viable alternative product and plastic products are approved by the Department of Biodiversity, Conservation and Attractions in this location, evidence is to be provided that the proposed plastic products (e.g. fibre-reinforced plastic) satisfy the following minimum requirements:*

- a) *evidence that the product is specified for use within the subject environment (e.g. alkaline, estuarine, or wetland) including certification and/or material specifications to ensure material longevity and reduce the risk of plastic deterioration over time*
- b) *a manufacturers' warranty, applicable to the intended use of the plastic in this instance, of exceeding 15 years or greater*
- c) *the product is non-flammable and has fire-retardant properties*
- d) *the product contains UV treatments, (to be integrally moulded) does not contain materials or byproducts (e.g.*



*non-slip grit) which are easily shed or lost into the environment.*

6. *In regard to Condition 11, the detailed Landscape Plan should include the following details:*
- a) tree removal and retention/protection plan of any existing vegetation and/or landscaped areas to be retained;*
  - b) weed control, including any chemicals to be used;*
  - c) details of trees and native plant species, densities, size and location of planting areas. It is recommended that revegetation of the river's edge, behind the existing rock revetments and other hard structures are undertaken to visually soften these hard structures, improve the interface with the river and assist with erosion control;*
  - d) details and specifications of the park furniture, public art, signage, surface treatments, pathways including any verge and shared path treatments;*
  - e) any lawns to be established,*
  - f) If proposed, details of the habitat enhancement/creation on the ferry terminal pylons and/or other locations; and*
  - g) monitoring and maintenance requirements of the land-based infrastructure and associated landscaping areas, including weed control and vegetation completion criteria.*

*Polyphagous Shot-Hole Borer (PSHB) is a declared pest in Western Australia and is present in the Swan Canning development control area. In compliance with the PSHB Quarantine Area Notice published in the government Gazette on 6 September 2024, any unseasoned or untreated wood or timber more than 2.5cm in diameter in size must be chipped to pieces that are less than 2.5cm diameter in size, or otherwise (a) must not be moved except in accordance with the notice, or (b) be transported in a fully sealed and covered skip bin, trailer, or truck to a waste management premises contained in the list of PSHB waste management facilities published on the Department of Primary Industry and Regional Development's (DPIRD) website. If you see signs of PSHB in trees or plant material, you must report it immediately to DPIRD.*

7. *In regard to Condition 12 and 13, the Lighting Plan should be prepared in accordance with Australian Standard AS 1158.3.1 (Cat. P) and include all the lighting features proposed on the ferry terminal, landscaping areas (if relevant) and a light spill diagram. Lighting should be designed to minimise light spill to*

*the river and surrounding foreshore areas to ensure that wildlife is not unacceptably impacted.*

8. *In regard to Condition 14, the Crime Prevention Through Environmental Design (CPTED) Statement is to be prepared in accordance with the Western Australian Planning Commission's Safer Places by Design CPTED planning guidelines.*
9. *In regard to Condition 19, the Foreshore Management Plan should include on-going monitoring and maintenance of the jetty structure and the adjacent foreshore. Please note that if shoreline monitoring indicates that the foreshore is being impacted from the operation of the ferry terminal, works to manage foreshore erosion and scour is required.*

*The Foreshore Management Plan is to be prepared in accordance with State Planning Policy 2.6 – Coastal Planning. Guidance for the preparation of a Foreshore Management Plan is provided the Department of Biodiversity, Conservation and Attractions' Guidelines for developing foreshore management plans in the Swan Canning Riverpark*

*The Coastal Processes and Hazard Assessment is to be updated in accordance with the requirements of State Planning Policy 2.6 – Coastal Planning.*

10. *In regard to Condition 20, the Environmental Management System is to be developed in accordance with the current guidelines of the Department of Biodiversity, Conservation and Attractions and is to be reviewed on an annual basis. The Environmental Management System should address environmental issues associated with maintenance, facility use, pollution prevention and control and foreshore management. As per above on-going monitoring and maintenance of the jetty structure and the adjacent foreshore is required. Please note that if shoreline monitoring indicates that the foreshore is being impacted from the operation of the ferry terminal, works to manage foreshore erosion and scour is required.*

11. *In regard to Condition 26, the Close-Out Report should contain:*

- a) *before and after photos of the works; and*
- b) *any comments in relation to compliance and non-compliance with conditions of the approval.*

12. *The Department of Biodiversity, Conservation and Attractions advise that a River reserve lease is required across all development within the River reserve in accordance with the Swan and Canning Rivers Management Act 2006.*

13. *Acid sulfate soils (ASS) risk mapping indicates that the site is located within an area identified as representing a high to moderate risk of ASS occurring within 3 metres of the natural soil surface. Please refer to Department of Water and Environmental Regulation's acid sulfate soil guidelines for information to assist with the management of ground and/or groundwater disturbing works:*

<https://www.wa.gov.au/government/publications/treatment-and-management-of-soil-and-water-acid-sulfate-soil-landscapes>

*Due to the potential for disturbance of river sediments, please refer to the Water Quality Australia Guidelines for the dredging of acid sulfate soil sediments and associated dredge spoil management: <https://www.waterquality.gov.au/issues/acid-sulfate-soils/dredge-spoil-management>*

**The motion was put and carried**

#### **4. Deputations and presentations (Item 5.1)**

**Commissioners Sandri and Haeren returned to the meeting at 3:29 pm.**

##### **4.12 Development Application - Matilda Bay Ferry Terminal, Crawley - Determination**

**Presenter: Katy Mason - Resident**

Katy Mason made a deputation to the Western Australian Planning Commission regarding the Development Application - Matilda Bay Ferry Terminal, Crawley - Determination.

##### **4.1 Development Application - Matilda Bay Ferry Terminal, Crawley - Determination**

**Presenters: Maureen Frankham and Dr Judith Nash - Resident**

Maureen Frankham made a deputation to the Western Australian Planning Commission regarding the Development Application - Matilda Bay Ferry Terminal, Crawley - Determination.

##### **4.2 Development Application - Matilda Bay Ferry Terminal, Crawley - Determination**

**Presenters: Dr Neville Binning and Ellie Flower - Resident**

Dr. Neville Binning and Ellie Flower made a deputation to the Western Australian Planning Commission regarding the Development Application - Matilda Bay Ferry Terminal, Crawley - Determination.

##### **4.3 Development Application - Matilda Bay Ferry Terminal, Crawley - Determination**

**Presenters: Graham White and Beth Thompson - Sailability WA**

Graham White and Beth Thompson made a deputation to the Western Australian Planning Commission regarding the Development Application - Matilda Bay Ferry Terminal, Crawley - Determination.

##### **4.4 Development Application - Matilda Bay Ferry Terminal, Crawley - Determination**

**Presenters: Judi and Mal Wilson - Resident**

Judi and Mal Wilson made a deputation to the Western Australian Planning Commission regarding the Development Application - Matilda Bay Ferry Terminal, Crawley - Determination.

**4.5 Development Application - Matilda Bay Ferry Terminal, Crawley - Determination**

**Presenter: Michael Kilcullen - Resident**

Michael Kilcullen made a deputation to the Western Australian Planning Commission regarding the Development Application - Matilda Bay Ferry Terminal, Crawley - Determination.

**4.6 Development Application - Matilda Bay Ferry Terminal, Crawley - Determination**

**Presenter: Chris Hurst - Resident**

Chris Hurst made a deputation to the Western Australian Planning Commission regarding the Development Application - Matilda Bay Ferry Terminal, Crawley - Determination.

**4.7 Development Application - Matilda Bay Ferry Terminal, Crawley - Determination**

**Presenters: Anna Vanderbom and Judith Nash - City of Perth Western Residents**

Anna Vanderbom and Dr Judith Nash made a deputation to the Western Australian Planning Commission regarding the Development Application - Matilda Bay Ferry Terminal, Crawley - Determination.

**4.8 Development Application - Matilda Bay Ferry Terminal, Crawley - Determination**

**Presenter: Ken Perry - Consultant**

Ken Perry made a deputation to the Western Australian Planning Commission regarding the Development Application - Matilda Bay Ferry Terminal, Crawley - Determination.

**4.9 Development Application - Matilda Bay Ferry Terminal, Crawley - Determination**

**Presenter: Margaret Matassa - Swan Estuary Reserves Action Group Inc**

Margaret Matassa made a deputation to the Western Australian Planning Commission regarding the Development Application - Matilda Bay Ferry Terminal, Crawley - Determination.

**4.10 Development Application - Matilda Bay Ferry Terminal, Crawley - Determination**

**Presenter: Robin Wilkinson - Endeavour 24 Association**

Robin Wilkinson made a deputation to the Western Australian Planning Commission regarding the Development Application - Matilda Bay Ferry Terminal, Crawley - Determination.

**4.11 Development Application - Matilda Bay Ferry Terminal, Crawley - Determination**

**Presenter: Maria Gillman - Resident**

Maria Gillman made a deputation to the Western Australian Planning Commission regarding the Development Application - Matilda Bay Ferry Terminal, Crawley - Determination.

**4.13 Development Application - Matilda Bay Ferry Terminal, Crawley - Determination**

**Presenters: Megan Bagworth - Safety on Swan, Daniel Tackenberg - Rowing WA, Roland Warren - UWA Boat Club/Shenton College Rowing**

Megan Bagworth, Daniel Tackenberg and Roland Warren made a deputation to the Western Australian Planning Commission regarding the Development Application - Matilda Bay Ferry Terminal, Crawley - Determination.

**4.14 Development Application - Matilda Bay Ferry Terminal, Crawley - Determination**

**Presenter: Oliver Basson - Resident**

Oliver Basson made a deputation to the Western Australian Planning Commission regarding the Development Application - Matilda Bay Ferry Terminal, Crawley - Determination.

**4.16 Development Application - Matilda Bay Ferry Terminal, Crawley - Determination**

**Presenter: Catriona Gregg - Resident**

Catriona Gregg made a deputation to the Western Australian Planning Commission regarding the Development Application - Matilda Bay Ferry Terminal, Crawley - Determination.

**4.25 Development Application - Matilda Bay Ferry Terminal, Crawley - Determination**

**Presenter: Lauren Zagami - Resident**

Lauren Zagami made a deputation to the Western Australian Planning Commission regarding the Development Application - Matilda Bay Ferry Terminal, Crawley - Determination.

**4.17 Development Application - Matilda Bay Ferry Terminal, Crawley - Determination**

**Presenters: Lindsey White, Rebecca Richards, Merle Nuber, Chrystal King, Misha White and Rosemaree Bell - Public Transport Authority, Renee Young and Murray Casselton - Element Advisory**

The Public Transport Authority made a deputation to the Western Australian Planning Commission regarding the Development Application - Matilda Bay Ferry Terminal, Crawley - Determination.

**4.18 Development Application - Matilda Bay Ferry Terminal, Crawley - Determination**

**Written Submission: Dr Richard Fox - Resident**

Members noted the written submission on Item 5.1 - Development Application - Matilda Bay Ferry Terminal, Crawley - Determination.

**4.19 Development Application - Matilda Bay Ferry Terminal, Crawley - Determination**

**Written Submission: Valerie Power - Friends of Matilda Bay**

Members noted the written submission on Item 5.1 - Development Application - Matilda Bay Ferry Terminal, Crawley - Determination.

**4.20 Development Application - Matilda Bay Ferry Terminal, Crawley - Determination**

**Written Submission: Dr Michael Winlo - Resident**

Members noted the written submission on Item 5.1 - Development Application - Matilda Bay Ferry Terminal, Crawley - Determination.

**4.21 Development Application - Matilda Bay Ferry Terminal, Crawley - Determination**

**Written Submission: Fiona Meiklejohn - Resident**

Members noted the written submission on Item 5.1 - Development Application - Matilda Bay Ferry Terminal, Crawley - Determination.

**4.22 Development Application - Matilda Bay Ferry Terminal, Crawley - Determination**

**Written Submission: Leonie Browner - Resident**

Members noted the written submission on Item 5.1 - Development Application - Matilda Bay Ferry Terminal, Crawley - Determination.

**4.23 Development Application - Matilda Bay Ferry Terminal, Crawley - Determination**

**Written Submission: Dr Lyn Merrington - Resident**

Members noted the written submission on Item 5.1 - Development Application - Matilda Bay Ferry Terminal, Crawley - Determination.

**4.24 Development Application - Matilda Bay Ferry Terminal, Crawley - Determination**

**Written Submission: Mal Wilson - Resident**

Members noted the written submission on Item 5.1 - Development Application - Matilda Bay Ferry Terminal, Crawley - Determination.

**4.26 Development Application - Matilda Bay Ferry Terminal, Crawley - Determination**

**Written Submission: Catherine Butler - Resident**

Members noted the written submission on Item 5.1 - Development Application - Matilda Bay Ferry Terminal, Crawley - Determination.

**4.27 Development Application - Matilda Bay Ferry Terminal, Crawley - Determination**

**Written Submission: Jeremy Gillbanks - Resident**

Members noted the written submission on Item 5.1 - Development Application - Matilda Bay Ferry Terminal, Crawley - Determination.

**4.28 Development Application - Matilda Bay Ferry Terminal, Crawley - Determination**

**Written Submission: Bronwyn Stuckey - Keogh Institute for Medical Research**

Members noted the written submission on Item 5.1 - Development Application - Matilda Bay Ferry Terminal, Crawley - Determination.

**4.29 Development Application - Matilda Bay Ferry Terminal, Crawley - Determination**

**Written Submission: Matteo Murphy - Resident**

Members noted the written submission on Item 5.1 - Development Application - Matilda Bay Ferry Terminal, Crawley - Determination.



#### **4.15 Development Application - Matilda Bay Ferry Terminal, Crawley - Determination**

##### **Written Submission: Alex Pauza - Resident**

Members noted the written submission on Item 5.1 - Development Application - Matilda Bay Ferry Terminal, Crawley - Determination.

**The Chairperson declared a break at 5:46 pm.**

**The meeting resumed at 5:54 pm with all members present.**

#### **5. Non-confidential items for discussion, decision or noting**

##### **5.1 Development Application - Matilda Bay Ferry Terminal, Crawley - Determination (10-2485-6)**

During deliberations on the item, Members considered the following:

- The timing of decision for the proposed Matilda Bay ferry terminal in relation to a separate application for ferry operations under the *Swan and Canning Rivers Management Act 2006*.
- The ferry operations do not form part of this development application for the ferry terminal.
- The use of a waterway reserve by a public authority does not require development approval under the Metropolitan Region Scheme (MRS).
- The need to accommodate the expanded ferry network to support the move towards greater use of public and active transport.
- The appropriateness of the ferry terminal location, noting that it is located adjacent to the University of Western Australia, a major trip generator, and proximate to the UWA-QEII Specialised Activity Centre, one of the largest specialised health and education centres in the Southern Hemisphere.
- The Environmental Protection Authority (EPA) has decided not to assess the proposal. Members noted the Department of Planning, Lands and Heritage's (the Department) recommendations are in accordance with the advice of the Swan River Trust.
- The Department does not support the request from the Public Transport Authority (PTA) to delay the bike shelter construction for 18 months. Members noted that demand is expected from day one, and early provision will reduce car movements to ferry

terminals and establish usage patterns. The Department's recommendation includes a condition that require the bike shelter to be built before the commencement of operations.

- The public consultation was undertaken in accordance with Clause 41 of the MRS, noting that 1,884 submissions were received. Members noted that 68.79% were not in support of the development, 13.54% were in support with changes and 17.62% were in support.
- Some visual impacts are anticipated, noting that the recommended conditions of the Department on the consolidation of electrical infrastructure will promote design improvements including opportunities to minimise impacts on view corridors. It was noted that the Government Architect of Western Australia will continue to provide design advice and oversight in relation to the visual impacts, and updated detailed design plans are to be submitted and approved to the satisfaction of the Commission.
- The Foreshore Management Plan will outline access arrangements and safeguard locations for active and passive recreation opportunities, noting that the proposed ferry terminal development footprint affects less than two per cent of the Matilda Bay Reserve foreshore area.
- The development will leave substantial space for picnics, weddings, and other activities on the north and south sides of the site.
- Members noted that the planning framework does not require a formal social impact assessment for the application. However, social impacts have been considered, including the promotion of social participation through an accessible public transport system, enhanced access to Matilda Bay and ongoing recreational and user groups' access and enjoyment.
- A condition is recommended to ensure beach access is optimally designed to minimise impacts on beach walkers.
- Direct integration to the UWA campus in relation to access will promote active transport trips, and bus integration will support sustainable transport modes.
- The Heritage Council of Western Australia supports the proposal and recommended that an Archaeological Management Plan and an Interpretation Plan be implemented, to ensure the heritage significance of the site is appropriately addressed.
- 11 trees will be removed, including two from Matilda Bay Reserve which are not native species. The remaining trees are

located west of Hackett Drive and include native species. A 3:1 replacement ratio using native species will be met.

- In relation to the timing of the commencement of ferry terminal operations, this will be agreed with the Department of Biodiversity, Conservation and Attractions (DBCA) as the land manager.
- A Construction and Environmental Management Plan is to be submitted to the WAPC, which requires the detailed measures to manage any environmental impacts, which are expected to be minimal.
- There is no rationale provided by the Applicant in relation to the replacement of the public toilets and whether this is sufficient for increased use. The Department recommends that Condition 13 be modified to add the provision of additional toilet cubicles. A different location for this amenity could be considered.
- The Department Officers confirmed their view that sufficient information has been provided to the Commission in order to make a decision under the MRS and that there is no need for additional information to be provided for the development application to be determined.
- The City of Perth advice has been considered in the assessment of the proposed ferry terminal and broadly incorporated into the Department's recommendation.
- Further discussions with the PTA resulted in an alternative recommendation from the Department. The changes to the Department's recommended conditions 9, 10, 11, 12, 16 and 17 to insert the words "for these works" were minor in nature and do not result to any substantive change to the recommendation or any change to the proposed development.

Members moved the alternative recommendation of the Department to open debate on the item.

## **ALTERNATIVE RECOMMENDATION**

**Moved by** Commissioner Hall

**Seconded by** Commissioner Haeren

*That the Western Australian Planning Commission resolves under clause 48(a) of the Metropolitan Region Scheme to approve the application for development of a ferry terminal and associated infrastructure on Lots 10605 and 11627 Hackett Drive, Lot 2885 (No. 35) Stirling Highway, and Lot 14555 (No. 4) Australia II Drive, Crawley; the Hackett Drive road reserve; and Lot 300 (No. 26) Riverside Road,*

*East Fremantle (Swan River), subject to the following conditions and advice:*

**CONDITIONS:**

- 1. The development is to be carried out in accordance with the approved development plans date stamped 22 September 2025 subject to any modifications as required by the conditions of approval.*
- 2. The development approval is valid for a period of four years from the date of this letter. If the subject development is not substantially commenced within the four-year period, the approval shall lapse and be of no further effect.*
- 3. Prior to any fill and/or topsoil being brought onto the site, the applicant shall ensure that all material is certified clean, uncontaminated, and free from rubble, weeds and disease and is geotechnically suitable for the proposed works, to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Biodiversity, Conservation and Attractions.*
- 4. (a) Prior to the commencement of works, a Construction Environmental Management Plan is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, to the specifications of the Department of Biodiversity, Conservation and Attractions.*  
*(b) Once approved, the Construction Environmental Management Plan is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*
- 5. Prior to the commencement of works, a Dilapidation Report prepared by a suitably qualified professional detailing the current condition and status of any assets within a radius of 100 metres of the piling zone is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Perth.*
- 6. (a) Prior to the commencement of works, an Archaeological Management Plan is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Heritage Council of Western Australia.*  
*(b) Once approved, the Archaeological Management Plan is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*
- 7. (a) Prior to the commencement of works, an Interpretation Plan is to be submitted and approved to the satisfaction of the*

*Western Australian Planning Commission, on the advice of the Heritage Council of Western Australia.*

*(b) Once approved, the Interpretation Plan is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*

8. *(a) Prior to the commencement of landside works, a Crime Prevention Through Environmental Design Statement is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Planning, Lands and Heritage.*

*(b) Once approved, the Crime Prevention Through Environmental Design Statement is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*

9. *(a) Prior to the commencement of water side works, detailed Architectural Drawings for these works are to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Planning, Lands and Heritage and the Department of Biodiversity, Conservation and Attractions.*

*(b) Once approved, the Architectural Drawings are to be implemented in full to the satisfaction of the Western Australian Planning Commission.*

10. *(a) Prior to the commencement of landside works, detailed Architectural Drawings for these works are to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Planning, Lands and Heritage and the Department of Biodiversity, Conservation and Attractions.*

*(b) Once approved, the Architectural Drawings are to be implemented in full to the satisfaction of the Western Australian Planning Commission.*

11. *(a) Prior to the commencement of water side works, detailed Engineering Drawings for these works are to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Biodiversity, Conservation and Attractions.*

*(b) Once approved, the Engineering Drawings are to be implemented in full to the satisfaction of the Western Australian Planning Commission.*

12. *(a) Prior to the commencement of landside works, detailed Engineering Drawings for these works are to be submitted and*

*approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Biodiversity, Conservation and Attractions, the Department of Transport and Major Infrastructure and the City of Perth.*

*(b) Once approved, the Engineering Drawings are to be implemented in full to the satisfaction of the Western Australian Planning Commission.*

*13. (a) Prior to the commencement of landside works, updated detailed Design Plans are to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Planning, Lands and Heritage and the Department of Biodiversity, Conservation and Attractions, and addressing the following matters:*

*(i) consolidation and/or redesign of electrical infrastructure within the Matilda Bay foreshore, to minimise its visual impact; and*

*(ii) improvements to foreshore beach access immediately north and south of the jetty.*

*(b) Once approved, the updated detailed Design Plans are to be implemented in full to the satisfaction of the Western Australian Planning Commission.*

*14. (a) Prior to commencement of landside works, a Stormwater Management Plan is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, to the specifications of the Department of Biodiversity, Conservation and Attractions and the City of Perth.*

*(b) Once approved, the Stormwater Management Plan is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*

*15. (a) Prior to the commencement of landside works, a Landscape Plan is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Biodiversity, Conservation and Attractions.*

*(b) Once approved, the Landscape Plan is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*

*16. (a) Prior to the commencement of water side works, a Lighting Plan for these works is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Biodiversity, Conservation and Attractions.*

*(b) Once approved, the Lighting Plan is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*

*17. (a) Prior to the commencement of landside works, a Lighting Plan for these works is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Biodiversity, Conservation and Attractions and the City of Perth.*

*(b) Once approved, the Lighting Plan is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*

*18. (a) Prior to the commencement of landside works, a Noise Management Plan is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Biodiversity, Conservation and Attractions and the City of Perth.*

*(b) Once approved, the Noise Management Plan is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*

*19. (a) Prior to the commencement of works within the Hackett Drive road reserve, a detailed design Road Safety Audit is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Perth.*

*(b) Once approved, any recommendations contained within the Road Safety Audit are to be implemented in full prior to commencement of ferry terminal operations to the satisfaction of the Western Australian Planning Commission.*

*20. (a) Prior to the commencement of ferry terminal operations, a Signage and Wayfinding Strategy is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Planning, Lands and Heritage and the Department of Biodiversity, Conservation and Attractions.*

*(b) Once approved, the Signage and Wayfinding Strategy is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*

*21. (a) Prior to the commencement of ferry terminal operations, a Public Art Plan is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Planning, Lands and Heritage*

*and the Department of Biodiversity, Conservation and Attractions.*

*(b) Once approved, the Public Art Plan is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*

*22. Prior to the commencement of ferry terminal operations, the secure bike shelter is to be designed and constructed to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Planning, Lands and Heritage, the Department of Biodiversity, Conservation and Attractions and the Department of Transport and Major Infrastructure.*

*23. (a) Prior to the commencement of ferry terminal operations, a Foreshore Management Plan is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Biodiversity, Conservation and Attractions.*

*(b) Once approved, the Foreshore Management Plan is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*

*24. (a) Prior to the commencement of ferry terminal operations, an Environmental Management System is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Biodiversity, Conservation and Attractions.*

*(b) Once approved, the Environmental Management System is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*

*25. The applicant shall ensure that no damage to the foreshore, riverbank, or waterway (including reticulation and other infrastructure, lawn and vegetation) occurs beyond the scope of the approved works. Should any inadvertent damage or impacts occur, the applicant is required to notify the Department of Biodiversity, Conservation and Attractions within 48 hours and make good any damage, to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Biodiversity, Conservation and Attractions.*

*26. No soil, cement, rubbish, or any other deleterious matter shall be allowed to enter the Swan River as a result of the works, to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Biodiversity, Conservation and Attractions.*



27. *Within 14 days of completion of the works, unless otherwise agreed in writing, all waste and temporary construction materials and structures shall be removed and the site cleaned-up and remediated, to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Biodiversity, Conservation and Attractions.*
28. *Within 60 days of the completion of the works, the applicant shall provide a Close-out Report, to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Biodiversity, Conservation and Attractions.*
29. *Within 120 days of the completion of the works, the applicant shall provide as constructed surveys and drawings to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Biodiversity, Conservation and Attractions.*

**ADVICE:**

1. *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. Notification of works and the submission of any documents can be emailed to [metrorivercrossings@dbca.wa.gov.au](mailto:metrorivercrossings@dbca.wa.gov.au).*
2. *In regard to Condition 3, refer to the Department of Water and Environmental Regulation's fact sheet Amendments to the Environmental Protection Regulations 1987 - Clean Fill and Uncontaminated Fill for the requirements of clean fill.*
3. *In regard to Condition 4, the Construction Environmental Management Plan (CEMP) should provide site-specific measures to address the following:*
  - a) *detailed work statement that describes the construction and staging of the new ferry terminal, associated structures and landscaping works.*
  - b) *a detailed site map showing laydown areas, access track, vehicle entry/exit points, parking areas, refuelling locations (if required), stockpiling and storage areas;*
  - c) *temporary fencing and signage, measures proposed to manage turbidity plumes (riverbed disturbance), erosion and sediment run-off (on land);*
  - d) *management of machinery, equipment, vehicles, including refuelling procedure (if required) and spill response. Emergency spill kits should be kept onsite at all times;*

- e) *vessel management, including pest control;*
- f) *on-site storage and management of chemicals to prevent spills;*
- g) *erosion and sediment controls, including onsite storage and bunding of materials;*
- h) *sediment and turbidity management, including sediment contamination risk management;*
- i) *water quality protection, including water quality monitoring;*
- j) *protection of vegetation, including identification of trees to be removed and trees to be retained. Please refer to Australian Standard AS 4970-2009: Protection of trees on development sites;*
- k) *acid sulfate soils management and dewatering management (if required);*
- l) *waste management;*
- m) *construction noise management including aquatic noise management for the protection of fauna;*
- n) *public and construction traffic access route and management;*
- o) *complaints and environmental incident management; and*
- p) *hours of operation, timeframes and responsibilities for tasks identified.*

*Guidance for preparation of a CEMP is provided in the Department of Biodiversity, Conservation and Attractions' DBCA Guidance Note – Construction Environmental Management Plans and Policies, plans and guidelines | Department of Biodiversity, Conservation and Attractions.*

4. *In regard to Condition 6, the Archaeological Management Plan is to include appropriate procedures for identification, assessment, documentation and management of any archaeological material encountered during ground disturbance work. A historical archaeologist is to be consulted regarding the potential to impact extant archaeological evidence.*
5. *In regard to Condition 8, the Crime Prevention Through Environmental Design (CPTED) Statement is to be prepared in accordance with the Western Australian Planning Commission's Safer Places by Design CPTED planning guidelines.*

6. *In regard to Conditions 9, 10, 11 and 12, detailed engineering and detailed design drawings are to include specifications for the proposed structures (e.g. ferry terminal and land-based infrastructure). A schedule of colours, materials and finishes for the proposed structures is also to be provided. The selection of colours, materials and finishes should be of low reflective standard reflect the character and landscape setting of the Swan River and surrounding foreshore and be consistent with DBCA's Architectural Design Guidelines for Developments at Matilda Bay Reserve, Crawley, Western Australia. If the field trials and revised detailed coastal study for the proposed ferry operations indicate that ferry terminals and associated ferry operations are contributing to localised erosion issues on the adjacent foreshore, details of erosion and scour protection for the foreshore should be provided.*

*The architectural drawings should include:*

- a) the location of the land-based infrastructure and buildings, including the new toilet block, electrical infrastructure, jetty/ferry terminal connection point, landing area and associated pathways;*
- b) should be designed and orientated to minimise impact to views and vistas at Matilda Bay – with nestling of structures amongst established trees; and*
- c) where possible, land-based infrastructure should be co-located to minimise space requirements on the foreshore and to allow for continued beach and river access, and circulation.*

*The Department of Biodiversity, Conservation and Attraction's Preliminary assessment of plastic infrastructure in the Swan Canning Riverpark (Borne et al. 2024) documented the degradation of plastic infrastructure in the Riverpark. Plastic infrastructure, including thick rubber flooring on the proposed ferry terminal is to be avoided to mitigate the release of microplastics into the environment. Alternative products are recommended. In the event that there is no viable alternative product and plastic products are approved by the Department of Biodiversity, Conservation and Attractions in this location, evidence is to be provided that the proposed plastic products (e.g. fibre-reinforced plastic) satisfy the following minimum requirements:*

- a) evidence that the product is specified for use within the subject environment (e.g. alkaline, estuarine, or wetland) including certification and/or material specifications to ensure*

*material longevity and reduce the risk of plastic deterioration over time;*

- b) a manufacturers' warranty, applicable to the intended use of the plastic in this instance, of exceeding 15 years or greater;*
  - c) the product is non-flammable and has fire-retardant properties; and*
  - d) the product contains UV treatments (to be integrally moulded) and does not contain materials or biproducts (e.g. non-slip grit) which are easily shed or lost into the environment.*
- 7. In regard to Condition 14, the Stormwater Management System shall be designed to prevent mobilisation of sediment and contaminants (e.g. heavy metals, hydrocarbons and gross pollutants) from the site to the river and minimise erosion and scour risk to the foreshore. Stormwater from the proposed development should be managed in accordance with the Department of Biodiversity, Conservation and Attractions' Policy 49: Planning for Stormwater Management Affecting the Swan Canning Development Control Area, and the Department of Water and Environmental Regulation's Stormwater Management Manual for Western Australia and Decision Process for Stormwater Management in WA.*

*For the water side works, it is the Department of Biodiversity, Conservation and Attractions preference that stormwater run-off from the ferry terminal discharges to the river via sheet flow. Concentrated flows should be avoided to minimise the risk of riverbed or seagrass disturbance.*

- 8. In regard to Condition 15, the Landscape Plan should include the following details:*
- a) tree removal and retention/protection plan;*
  - b) weed control, including any chemicals to be used;*
  - c) details of native plant species (avoiding Polyphagous Shot-Hole Borer susceptible species), densities, size and location of planting areas. It is recommended that revegetation of the river's edge (e.g. if erosion control is required) and other hard structures are undertaken to visually soften these structures, stabilise, and improve the interface with the river;*
  - d) Any vegetation removed during construction is to be replanted at a minimum ratio of 3:1 with appropriate local native species determined in consultation with the Department of Biodiversity, Conservation and Attractions;*

- e) details and specifications of the park furniture, surface treatments and pathways;
- f) if proposed, details of the habitat enhancement/creation on the ferry terminal pylons and/or other locations; and
- g) monitoring and maintenance requirements of the land-based infrastructure and associated landscaping areas, including weed control and vegetation completion criteria.

*Polyphagous Shot-Hole Borer (PSHB) is a declared pest in Western Australia and is present in the Swan Canning development control area. In compliance with the PSHB Quarantine Area Notice published in the Government Gazette on 6 September 2024, any unseasoned or untreated wood or timber more than 2.5cm in diameter in size must be chipped to pieces less than 2.5cm diameter in size, or otherwise (a) must not be moved except in accordance with the notice, or (b) be transported in a fully sealed and covered skip bin, trailer, or truck to a waste management premises contained in the list of PSHB waste management facilities published on the Department of Primary Industry and Regional Development's (DPIRD) website. If you see signs of PSHB in trees or plant material, you must report it immediately to DPIRD.*

*Any proposed tree planting within Lot 2885 (No. 35) Stirling Highway, Crawley is to be determined in consultation with the University of Western Australia.*

9. *In regard to Conditions 16 and 17, the Lighting Plan should be prepared in accordance with Australian Standard AS 1158.3.1 (Cat. P) and include all the lighting features proposed and a light spill diagram. Lighting should be designed to minimise light spill to the river and surrounding foreshore areas to ensure that wildlife is not unacceptably impacted.*

10. *In regard to Condition 18, the Noise Management Plan is to be prepared by a suitably qualified acoustic consultant and include detailed measures that will be undertaken to ensure noise levels generated by the development are kept within the levels prescribed in Environmental Protection (Noise) Regulations 1997 during on-going operations. The Noise Management Plan is to include the following details:*

- a) *prediction of noise levels;*
- b) *noise/vibration mitigation measures used in the design of the development;*
- c) *control measures to be undertaken (including monitoring procedures); and*

*d) a compliant response procedure.*

*Within 60 days of commissioning of the plant operations (Distribution Charing Unit), the proponent shall submit certification prepared by a suitably qualified acoustic consultant that the noise emissions resulting from the on-going operations on the site comply with the Environmental Protection Act 1986 and the Environmental Protection (Noise) Regulations 1997. The certification shall demonstrate that the plant and equipment comply with the Environmental Protection (Noise) Regulations 1997.*

- 11. In regard to Condition 23, the Foreshore Management Plan should include on-going monitoring and maintenance of the jetty structure and the adjacent foreshore requirements. Please note that if shoreline monitoring indicates that the foreshore is being impacted from the operation of the ferry terminal, works to manage foreshore erosion and scour is required.*

*The Foreshore Management Plan is to be prepared in accordance with State Planning Policy 2.6 – Coastal Planning. Guidance for the preparation of a Foreshore Management Plan is provided in the Department of Biodiversity, Conservation and Attractions' Guidelines for developing foreshore management plans in the Swan Canning Riverpark.*

*The Coastal Processes and Hazard Assessment is to be updated in accordance with the requirements of State Planning Policy 2.6 – Coastal Planning.*

- 12. In regard to Condition 24, the Environmental Management System (EMS) is to be developed in accordance with the current guidelines of the Department of Biodiversity, Conservation and Attractions and is to be reviewed on an annual basis. The EMS should address environmental issues associated with maintenance, facility use, pollution prevention and control and foreshore management. As per above, on-going monitoring and maintenance of the jetty structure and the adjacent foreshore is required. Please note that if shoreline monitoring indicates that the foreshore is being impacted from the operation of the ferry terminal, works to manage foreshore erosion and scour are required.*

- 13. In regard to Condition 28, the Close-Out Report should contain:*

- a) before and after photos of the works; and*
- b) any comments in relation to compliance and non-compliance with conditions of the approval.*

14. *The Department of Biodiversity, Conservation and Attractions advise that a River reserve lease is required across all development within the River reserve in accordance with the Swan and Canning Rivers Management Act 2006.*
15. *The Department of Biodiversity, Conservation and Attractions advises that any proposed cadastral changes for Matilda Bay Reserve will require separate discussions with the Department of Biodiversity, Conservation and Attractions and it is understood that this will not form part of the current development application. In addition, the proposed structures within Matilda Bay Reserve will require a lease, operational plan and a maintenance agreement from the Department of Biodiversity, Conservation and Attractions in accordance with the Conservation and Land Management Act 1984.*
16. *The Department of Water and Environmental Regulation advises that acid sulfate soils (ASS) risk mapping indicates that the site is located within an area identified as representing a high to moderate risk of ASS occurring within 3 metres of the natural soil surface. Please refer to Department of Water and Environmental Regulation's acid sulfate soil guidelines for information to assist with the management of ground and/or groundwater disturbing works:  
<https://www.wa.gov.au/government/publications/treatment-and-management-of-soil-and-water-acid-sulfate-soil-landscapes>*

*Due to the potential for disturbance of river sediments, please refer to the Water Quality Australia Guidelines for the dredging of acid sulfate soil sediments and associated dredge spoil management: <https://www.waterquality.gov.au/issues/acid-sulfate-soils/dredge-spoil-management>*

17. *ATCO Gas advises that:*

- a) anyone proposing to carry out construction or excavation works must contact 'Before You Dig Australia' ([www.byda.com.au](http://www.byda.com.au)) to determine the location of buried gas infrastructure. Refer to ATCO document AGA-O&MPR24-Additional Information for Working Around Gas Infrastructure <https://gas.atco.com/en-au/natural-gas/wa-gas-network/working-aroundgas-infrastructure.html>;*
- b) proposed construction and excavation works need to be managed in accordance with the ATCO document Additional Information for Working Around Gas Infrastructure - AGA-O&M-PR24 <https://gas.atco.com/enau/natural-gas/wa-gas-network/working-around-gas-infrastructure.html>; and*

- c) *if the disconnection and/or removal of an ATCO gas service is required, a request can be submitted via the online ATCO portal found [here](#).*

**The motion was put and carried**

Members outlined the following points in support of the Department's alternative recommendation:

- The development application was assessed through a comprehensive process, ensuring that sufficient information was provided to the Commission.
- The proposed ferry terminal infrastructure and its proximity to UWA are consistent with the strategic principles of *Perth and Peel@3.5million* Frameworks and the Central Sub-regional Planning Framework lists UWA as a key site to plan for ferry services.
- The development application is aligned with the City of Perth Local Planning Strategy, which specifically identifies the growth of water services to better link the City to tourists and activity destinations.
- The UWA Masterplan 2020 identified a potential ferry terminal in Matilda Bay.
- The UWA QEII Specialised Activity Centre Improvement Plan includes an objective to support a safe, integrated, and efficient movement network that prioritises pedestrians, riders, wheelers, and public transport.
- The proposed development is aligned with the MRS reservation purposes for Regional Open Space, Waterways and Public Purposes – Tertiary Education reservations, with the MRS recognising the importance of the use of public waterways and providing public access to regional open space.
- The proposal addresses long-term State and local planning objectives and future planning considerations for the locality, including linkage to public transport and reduced reliance on private vehicles.
- The role of the Commission is to consider the proposed location of the ferry terminal and the development of the ferry terminal, but not the operations of the ferry operations, which is subject to a separate approval.
- A ferry terminal in Matilda Bay will provide a direct link with the Perth CBD and facilitate good access for students, tourists and



the broader Perth community, and will take pressure off the existing transport infrastructure.

- The assessment and extent of the proposed conditions recommended by the Department largely addresses matters raised through agency and local government referrals, public consultation and at this meeting.
- The proposal has been considered in detail, which includes referrals to various government agencies, and feedback from the EPA, DWER, DBCA and the Swan River Trust, Tourism WA, the City of Perth and UWA.

### **AMENDING MOTION**

Members moved to include a point 13.a.iii to the recommended conditions of the Department with respect to the provision of additional public toilet facilities.

**Moved by** Commissioner Bennett  
**Seconded by** Commissioner Lakey

*13.a.iii. Provision of additional public toilet facilities to replace the quantum of current facilities and meeting additional demand generated by the proposal, with the built form design to respond to the local context.*

**The motion was put and carried**

Commissioner Adair acknowledged the extensive information provided before the meeting and during deputations, noting the complexity of factors including the location of the ferry terminal, the need to ensure a clear, defensible decision on the development application and its impact on Matilda Bay. Commissioner Adair outlined that she does not support the proposal at this stage and foreshadowed a deferral motion.

Members acknowledged the concerns raised on the proposal, noting that the recommended conditions ensured that the management of any impacts arising from the ferry terminal can be achieved. Members recognised the continued advice from the Government Architect of WA will enhance the design of the ferry terminal and that Perth will benefit from this development.

Members acknowledged that some of the matters raised during the meeting are related to operational processes that will occur subsequent to the development approval. Members highlighted that ongoing consultation with the users is very important and recognised that the PTA has established the Waterways Stakeholder Reference Group for this purpose.

Members acknowledged environmental considerations raised during the meeting, including seagrass communities, and acknowledged the location of the ferry berths and management of works resulting in minimal disturbance to reduce any impacts.

Members recognised the proposal is in alignment with the *Perth and Peel@3.5 million* Frameworks, and noted that the Central Sub-regional Planning Framework lists UWA as a key site to plan for a ferry service. Members highlighted that the Commission is cognisant of its strategic planning policy and guiding principles when determining a development application.

## **SUBSTANTIVE RESOLUTION**

### **Dissent: Commissioner Adair**

*That the Western Australian Planning Commission resolves under clause 48(a) of the Metropolitan Region Scheme to approve the application for development of a ferry terminal and associated infrastructure on Lots 10605 and 11627 Hackett Drive, Lot 2885 (No. 35) Stirling Highway, and Lot 14555 (No. 4) Australia II Drive, Crawley; the Hackett Drive road reserve; and Lot 300 (No. 26) Riverside Road, East Fremantle (Swan River), subject to the following conditions and advice:*

### **CONDITIONS:**

- 1. The development is to be carried out in accordance with the approved development plans date stamped 22 September 2025 subject to any modifications as required by the conditions of approval.*
- 2. The development approval is valid for a period of four years from the date of this letter. If the subject development is not substantially commenced within the four-year period, the approval shall lapse and be of no further effect.*
- 3. Prior to any fill and/or topsoil being brought onto the site, the applicant shall ensure that all material is certified clean, uncontaminated, and free from rubble, weeds and disease and is geotechnically suitable for the proposed works, to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Biodiversity, Conservation and Attractions.*
- 4. (a) Prior to the commencement of works, a Construction Environmental Management Plan is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, to the specifications of the Department of Biodiversity, Conservation and Attractions.*

- (b) Once approved, the Construction Environmental Management Plan is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*
5. *Prior to the commencement of works, a Dilapidation Report prepared by a suitably qualified professional detailing the current condition and status of any assets within a radius of 100 metres of the piling zone is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Perth.*
6. (a) *Prior to the commencement of works, an Archaeological Management Plan is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Heritage Council of Western Australia.*
- (b) Once approved, the Archaeological Management Plan is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*
7. (a) *Prior to the commencement of works, an Interpretation Plan is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Heritage Council of Western Australia.*
- (b) Once approved, the Interpretation Plan is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*
8. (a) *Prior to the commencement of landside works, a Crime Prevention Through Environmental Design Statement is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Planning, Lands and Heritage.*
- (b) Once approved, the Crime Prevention Through Environmental Design Statement is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*
9. (a) *Prior to the commencement of water side works, detailed Architectural Drawings for these works are to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Planning, Lands and Heritage and the Department of Biodiversity, Conservation and Attractions.*
- (b) Once approved, the Architectural Drawings are to be implemented in full to the satisfaction of the Western Australian Planning Commission.*

10. (a) *Prior to the commencement of landside works, detailed Architectural Drawings for these works are to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Planning, Lands and Heritage and the Department of Biodiversity, Conservation and Attractions.*

*(b) Once approved, the Architectural Drawings are to be implemented in full to the satisfaction of the Western Australian Planning Commission.*

11. (a) *Prior to the commencement of water side works, detailed Engineering Drawings for these works are to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Biodiversity, Conservation and Attractions.*

*(b) Once approved, the Engineering Drawings are to be implemented in full to the satisfaction of the Western Australian Planning Commission.*

12. (a) *Prior to the commencement of landside works, detailed Engineering Drawings for these works are to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Biodiversity, Conservation and Attractions, the Department of Transport and Major Infrastructure and the City of Perth.*

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*(i) consolidation and/or redesign of electrical infrastructure within the Matilda Bay foreshore, to minimise its visual impact; and*

*(ii) improvements to foreshore beach access immediately north and south of the jetty.*

*(iii) provision of additional public toilet facilities to replace the quantum of current facilities and meeting additional demand generated by the proposal, with the built form design to respond to the local context.*

*(b) Once approved, the updated detailed Design Plans are to be implemented in full to the satisfaction of the Western Australian Planning Commission.*

*14. (a) Prior to commencement of landside works, a Stormwater Management Plan is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, to the specifications of the Department of Biodiversity, Conservation and Attractions and the City of Perth.*

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*(b) Once approved, the Landscape Plan is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*

*16. (a) Prior to the commencement of water side works, a Lighting Plan for these works is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Biodiversity, Conservation and Attractions.*

*(b) Once approved, the Lighting Plan is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*

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- (b) Once approved, the Noise Management Plan is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*
19. (a) *Prior to the commencement of works within the Hackett Drive road reserve, a detailed design Road Safety Audit is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Perth.*
- (b) Once approved, any recommendations contained within the Road Safety Audit are to be implemented in full prior to commencement of ferry terminal operations to the satisfaction of the Western Australian Planning Commission.*
20. (a) *Prior to the commencement of ferry terminal operations, a Signage and Wayfinding Strategy is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Planning, Lands and Heritage and the Department of Biodiversity, Conservation and Attractions.*
- (b) Once approved, the Signage and Wayfinding Strategy is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*
21. (a) *Prior to the commencement of ferry terminal operations, a Public Art Plan is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Planning, Lands and Heritage and the Department of Biodiversity, Conservation and Attractions.*
- (b) Once approved, the Public Art Plan is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*
22. *Prior to the commencement of ferry terminal operations, the secure bike shelter is to be designed and constructed to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Planning, Lands and Heritage, the Department of Biodiversity, Conservation and Attractions and the Department of Transport and Major Infrastructure.*
23. (a) *Prior to the commencement of ferry terminal operations, a Foreshore Management Plan is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Biodiversity, Conservation and Attractions.*

*(b) Once approved, the Foreshore Management Plan is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*

*24. (a) Prior to the commencement of ferry terminal operations, an Environmental Management System is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Biodiversity, Conservation and Attractions.*

*(b) Once approved, the Environmental Management System is to be implemented in full to the satisfaction of the Western Australian Planning Commission.*

*25. The applicant shall ensure that no damage to the foreshore, riverbank, or waterway (including reticulation and other infrastructure, lawn and vegetation) occurs beyond the scope of the approved works. Should any inadvertent damage or impacts occur, the applicant is required to notify the Department of Biodiversity, Conservation and Attractions within 48 hours and make good any damage, to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Biodiversity, Conservation and Attractions.*

*26. No soil, cement, rubbish, or any other deleterious matter shall be allowed to enter the Swan River as a result of the works, to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Biodiversity, Conservation and Attractions.*

*27. Within 14 days of completion of the works, unless otherwise agreed in writing, all waste and temporary construction materials and structures shall be removed and the site cleaned-up and remediated, to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Biodiversity, Conservation and Attractions.*

*28. Within 60 days of the completion of the works, the applicant shall provide a Close-out Report, to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Biodiversity, Conservation and Attractions.*

*29. Within 120 days of the completion of the works, the applicant shall provide as constructed surveys and drawings to the satisfaction of the Western Australian Planning Commission, on the advice of the Department of Biodiversity, Conservation and Attractions.*

**ADVICE:**

1. *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. Notification of works and the submission of any documents can be emailed to [metrorivercrossings@dbca.wa.gov.au](mailto:metrorivercrossings@dbca.wa.gov.au).*
2. *In regard to Condition 3, refer to the Department of Water and Environmental Regulation's fact sheet Amendments to the Environmental Protection Regulations 1987 - Clean Fill and Uncontaminated Fill for the requirements of clean fill.*
3. *In regard to Condition 4, the Construction Environmental Management Plan (CEMP) should provide site-specific measures to address the following:*
  - a) *detailed work statement that describes the construction and staging of the new ferry terminal, associated structures and landscaping works.*
  - b) *a detailed site map showing laydown areas, access track, vehicle entry/exit points, parking areas, refuelling locations (if required), stockpiling and storage areas;*
  - c) *temporary fencing and signage, measures proposed to manage turbidity plumes (riverbed disturbance), erosion and sediment run-off (on land);*
  - d) *management of machinery, equipment, vehicles, including refuelling procedure (if required) and spill response. Emergency spill kits should be kept onsite at all times;*
  - e) *vessel management, including pest control;*
  - f) *on-site storage and management of chemicals to prevent spills;*
  - g) *erosion and sediment controls, including onsite storage and bunding of materials;*
  - h) *sediment and turbidity management, including sediment contamination risk management;*
  - i) *water quality protection, including water quality monitoring;*
  - j) *protection of vegetation, including identification of trees to be removed and trees to be retained. Please refer to Australian Standard AS 4970-2009: Protection of trees on development sites;*
  - k) *acid sulfate soils management and dewatering management (if required);*



- l) waste management;*
- m) construction noise management including aquatic noise management for the protection of fauna;*
- n) public and construction traffic access route and management;*
- o) complaints and environmental incident management; and*
- p) hours of operation, timeframes and responsibilities for tasks identified.*

*Guidance for preparation of a CEMP is provided in the Department of Biodiversity, Conservation and Attractions' DBCA Guidance Note – Construction Environmental Management Plans and Policies, plans and guidelines | Department of Biodiversity, Conservation and Attractions.*

- 4. In regard to Condition 6, the Archaeological Management Plan is to include appropriate procedures for identification, assessment, documentation and management of any archaeological material encountered during ground disturbance work. A historical archaeologist is to be consulted regarding the potential to impact extant archaeological evidence.*
- 5. In regard to Condition 8, the Crime Prevention Through Environmental Design (CPTED) Statement is to be prepared in accordance with the Western Australian Planning Commission's Safer Places by Design CPTED planning guidelines.*
- 6. In regard to Conditions 9, 10, 11 and 12, detailed engineering and detailed design drawings are to include specifications for the proposed structures (e.g. ferry terminal and land-based infrastructure). A schedule of colours, materials and finishes for the proposed structures is also to be provided. The selection of colours, materials and finishes should be of low reflective standard reflect the character and landscape setting of the Swan River and surrounding foreshore and be consistent with DBCA's Architectural Design Guidelines for Developments at Matilda Bay Reserve, Crawley, Western Australia. If the field trials and revised detailed coastal study for the proposed ferry operations indicate that ferry terminals and associated ferry operations are contributing to localised erosion issues on the adjacent foreshore, details of erosion and scour protection for the foreshore should be provided.*

*The architectural drawings should include:*

- a) *the location of the land-based infrastructure and buildings, including the new toilet block, electrical infrastructure, jetty/ferry terminal connection point, landing area and associated pathways;*
- b) *should be designed and orientated to minimise impact to views and vistas at Matilda Bay – with nestling of structures amongst established trees; and*
- c) *where possible, land-based infrastructure should be co-located to minimise space requirements on the foreshore and to allow for continued beach and river access, and circulation.*

*The Department of Biodiversity, Conservation and Attraction's Preliminary assessment of plastic infrastructure in the Swan Canning Riverpark (Borne et al. 2024) documented the degradation of plastic infrastructure in the Riverpark. Plastic infrastructure, including thick rubber flooring on the proposed ferry terminal is to be avoided to mitigate the release of microplastics into the environment. Alternative products are recommended. In the event that there is no viable alternative product and plastic products are approved by the Department of Biodiversity, Conservation and Attractions in this location, evidence is to be provided that the proposed plastic products (e.g. fibre-reinforced plastic) satisfy the following minimum requirements:*

- a) *evidence that the product is specified for use within the subject environment (e.g. alkaline, estuarine, or wetland) including certification and/or material specifications to ensure material longevity and reduce the risk of plastic deterioration over time;*
  - b) *a manufacturers' warranty, applicable to the intended use of the plastic in this instance, of exceeding 15 years or greater;*
  - c) *the product is non-flammable and has fire-retardant properties; and*
  - d) *the product contains UV treatments (to be integrally moulded) and does not contain materials or byproducts (e.g. non-slip grit) which are easily shed or lost into the environment.*
7. *In regard to Condition 14, the Stormwater Management System shall be designed to prevent mobilisation of sediment and contaminants (e.g. heavy metals, hydrocarbons and gross pollutants) from the site to the river and minimise erosion and scour risk to the foreshore. Stormwater from the proposed development should be managed in accordance with the*

*Department of Biodiversity, Conservation and Attractions' Policy 49: Planning for Stormwater Management Affecting the Swan Canning Development Control Area, and the Department of Water and Environmental Regulation's Stormwater Management Manual for Western Australia and Decision Process for Stormwater Management in WA.*

*For the water side works, it is the Department of Biodiversity, Conservation and Attractions preference that stormwater run-off from the ferry terminal discharges to the river via sheet flow. Concentrated flows should be avoided to minimise the risk of riverbed or seagrass disturbance.*

8. *In regard to Condition 15, the Landscape Plan should include the following details:*
- a) tree removal and retention/protection plan;*
  - b) weed control, including any chemicals to be used;*
  - c) details of native plant species (avoiding Polyphagous Shot-Hole Borer susceptible species), densities, size and location of planting areas. It is recommended that revegetation of the river's edge (e.g. if erosion control is required) and other hard structures are undertaken to visually soften these structures, stabilise, and improve the interface with the river;*
  - d) Any vegetation removed during construction is to be replanted at a minimum ratio of 3:1 with appropriate local native species determined in consultation with the Department of Biodiversity, Conservation and Attractions;*
  - e) details and specifications of the park furniture, surface treatments and pathways;*
  - f) if proposed, details of the habitat enhancement/creation on the ferry terminal pylons and/or other locations; and*
  - g) monitoring and maintenance requirements of the land-based infrastructure and associated landscaping areas, including weed control and vegetation completion criteria.*

*Polyphagous Shot-Hole Borer (PSHB) is a declared pest in Western Australia and is present in the Swan Canning development control area. In compliance with the PSHB Quarantine Area Notice published in the Government Gazette on 6 September 2024, any unseasoned or untreated wood or timber more than 2.5cm in diameter in size must be chipped to pieces less than 2.5cm diameter in size, or otherwise (a) must not be moved except in accordance with the notice, or (b) be transported in a fully sealed and covered skip bin, trailer, or truck to a waste management premises contained in the list of PSHB*

waste management facilities published on the Department of Primary Industry and Regional Development's (DPIRD) website. If you see signs of PSHB in trees or plant material, you must report it immediately to DPIRD.

Any proposed tree planting within Lot 2885 (No. 35) Stirling Highway, Crawley is to be determined in consultation with the University of Western Australia.

9. In regard to Conditions 16 and 17, the Lighting Plan should be prepared in accordance with Australian Standard AS 1158.3.1 (Cat. P) and include all the lighting features proposed and a light spill diagram. Lighting should be designed to minimise light spill to the river and surrounding foreshore areas to ensure that wildlife is not unacceptably impacted.
10. In regard to Condition 18, the Noise Management Plan is to be prepared by a suitably qualified acoustic consultant and include detailed measures that will be undertaken to ensure noise levels generated by the development are kept within the levels prescribed in Environmental Protection (Noise) Regulations 1997 during on-going operations. The Noise Management Plan is to include the following details:
  - a) prediction of noise levels;
  - b) noise/vibration mitigation measures used in the design of the development;
  - c) control measures to be undertaken (including monitoring procedures); and
  - d) a compliant response procedure.

Within 60 days of commissioning of the plant operations (Distribution Charing Unit), the proponent shall submit certification prepared by a suitably qualified acoustic consultant that the noise emissions resulting from the on-going operations on the site comply with the Environmental Protection Act 1986 and the Environmental Protection (Noise) Regulations 1997. The certification shall demonstrate that the plant and equipment comply with the Environmental Protection (Noise) Regulations 1997.

11. In regard to Condition 23, the Foreshore Management Plan should include on-going monitoring and maintenance of the jetty structure and the adjacent foreshore requirements. Please note that if shoreline monitoring indicates that the foreshore is being impacted from the operation of the ferry terminal, works to manage foreshore erosion and scour is required.

*The Foreshore Management Plan is to be prepared in accordance with State Planning Policy 2.6 – Coastal Planning. Guidance for the preparation of a Foreshore Management Plan is provided in the Department of Biodiversity, Conservation and Attractions' Guidelines for developing foreshore management plans in the Swan Canning Riverpark.*

*The Coastal Processes and Hazard Assessment is to be updated in accordance with the requirements of State Planning Policy 2.6 – Coastal Planning.*

- 12. In regard to Condition 24, the Environmental Management System (EMS) is to be developed in accordance with the current guidelines of the Department of Biodiversity, Conservation and Attractions and is to be reviewed on an annual basis. The EMS should address environmental issues associated with maintenance, facility use, pollution prevention and control and foreshore management. As per above, on-going monitoring and maintenance of the jetty structure and the adjacent foreshore is required. Please note that if shoreline monitoring indicates that the foreshore is being impacted from the operation of the ferry terminal, works to manage foreshore erosion and scour are required.*
- 13. In regard to Condition 28, the Close-Out Report should contain:*
  - a) before and after photos of the works; and*
  - b) any comments in relation to compliance and non-compliance with conditions of the approval.*
- 14. The Department of Biodiversity, Conservation and Attractions advise that a River reserve lease is required across all development within the River reserve in accordance with the Swan and Canning Rivers Management Act 2006.*
- 15. The Department of Biodiversity, Conservation and Attractions advises that any proposed cadastral changes for Matilda Bay Reserve will require separate discussions with the Department of Biodiversity, Conservation and Attractions and it is understood that this will not form part of the current development application. In addition, the proposed structures within Matilda Bay Reserve will require a lease, operational plan and a maintenance agreement from the Department of Biodiversity, Conservation and Attractions in accordance with the Conservation and Land Management Act 1984.*
- 16. The Department of Water and Environmental Regulation advises that acid sulfate soils (ASS) risk mapping indicates that the site is located within an area identified as representing a high to moderate risk of ASS occurring within 3 metres of the natural*

*soil surface. Please refer to Department of Water and Environmental Regulation's acid sulfate soil guidelines for information to assist with the management of ground and/or groundwater disturbing works:  
<https://www.wa.gov.au/government/publications/treatment-and-management-of-soil-and-water-acid-sulfate-soil-landscapes>*

*Due to the potential for disturbance of river sediments, please refer to the Water Quality Australia Guidelines for the dredging of acid sulfate soil sediments and associated dredge spoil management: <https://www.waterquality.gov.au/issues/acid-sulfate-soils/dredge-spoil-management>*

17. ATCO Gas advises that:

- a) *anyone proposing to carry out construction or excavation works must contact 'Before You Dig Australia' ([www.byda.com.au](http://www.byda.com.au)) to determine the location of buried gas infrastructure. Refer to ATCO document AGA-O&MPR24- Additional Information for Working Around Gas Infrastructure <https://gas.atco.com/en-au/natural-gas/wa-gas-network/working-around-gas-infrastructure.html>;*
- b) *proposed construction and excavation works need to be managed in accordance with the ATCO document Additional Information for Working Around Gas Infrastructure - AGA-O&M-PR24 <https://gas.atco.com/en-au/natural-gas/wa-gas-network/working-around-gas-infrastructure.html>; and*
- c) *if the disconnection and/or removal of an ATCO gas service is required, a request can be submitted via the online ATCO portal found here.*

**The motion was put and carried**

### **Confidential items for discussion, decision or noting**

**Moved by** Commissioner Lakey

**Seconded by** Commissioner Sandri

*That the Western Australian Planning Commission move to the consideration of confidential items for discussion, decision or noting and resolve, pursuant to Regulation 27 of the Planning and Development (Western Australian Planning Commission) Regulations 2024, that the meeting be closed to members of the public as the remaining agenda items raise matters outlined in regulation 4(2) and require confidentiality due to the recommendations submitted to the Minister; legally and commercially sensitive material; and enable free and unfettered debate on strategic, policy and governance directions pending their confirmation and formal release.*

**The motion was put and carried**

**1.6 Ratification of Out of Session Item**

**1.6.1 Public Art - Revised Economic Assessment**

**THIS ITEM IS CONFIDENTIAL**

**6. Urgent or other business**

Nil.

**7. Meeting conclusion and closure**

The next ordinary meeting is scheduled for 9:00 am on Wednesday, 28 January 2025.

There being no further business before the Board, the Chairperson thanked Members and Officers for their attendance, noting that members of the public had already departed the meeting due to the confidential session, and declared the meeting closed at 6:34 pm.

\_\_\_\_\_  
CHAIRPERSON

\_\_\_\_\_  
DATE