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WATERWAYS COMMISSION

POLICY DOCUMENT



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Report No. 10
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WATERWAYS COMMISSION

POLICY DOCUMENT

Waterways Commission
184 St. George's Terrace
PERTH. WESTERN AUSTRALIA

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This report details the policies of the Waterways Commission, the Swan River Management Authority, Peel and Leschenault Inlet Management Authorities.

Policies were correct at the time of printing. Readers are referred to the relevant organisations to determine whether policies are still current.

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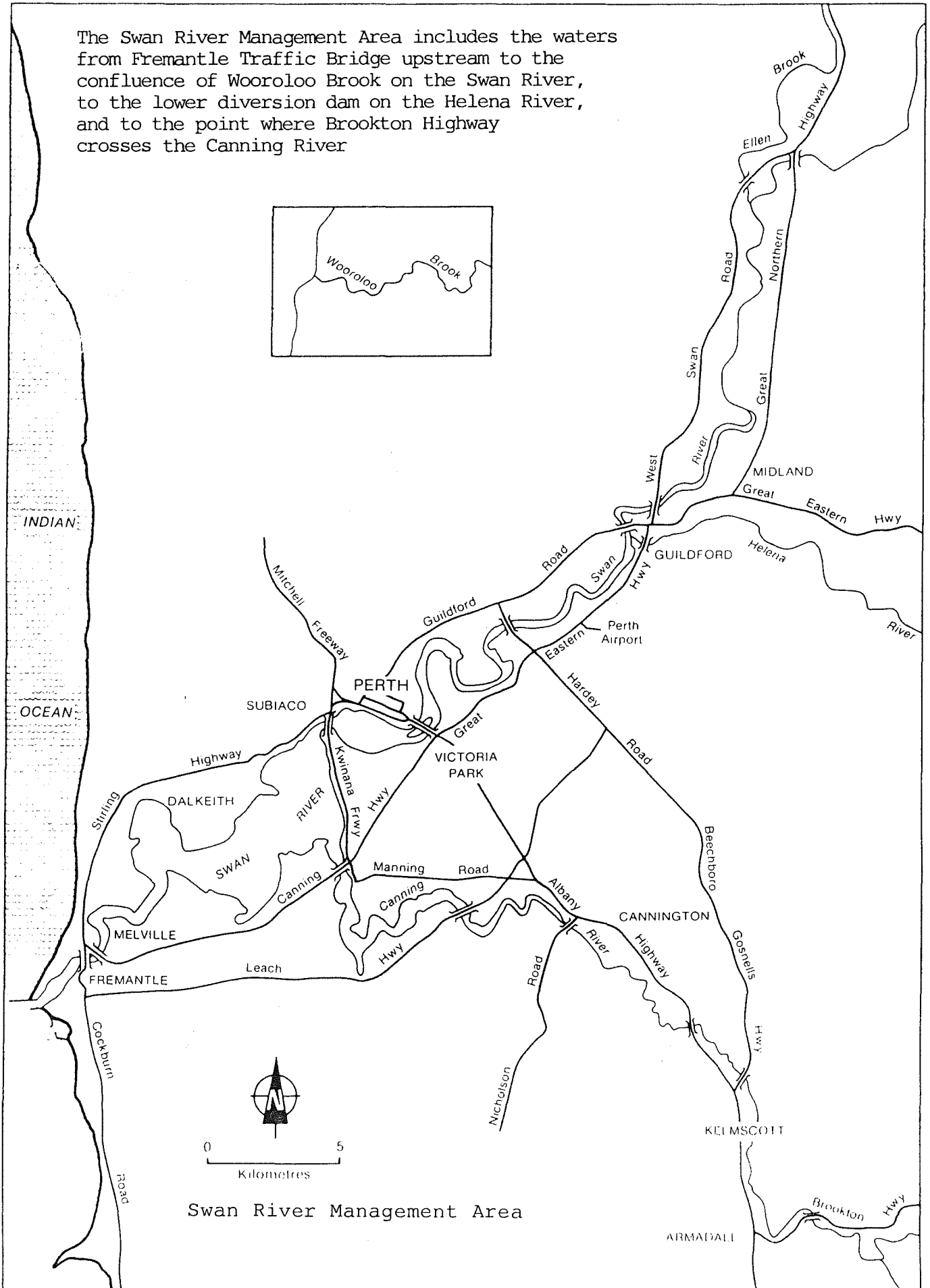
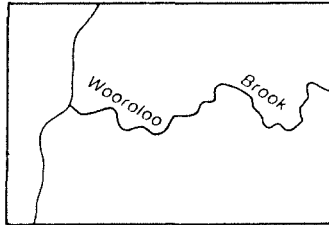
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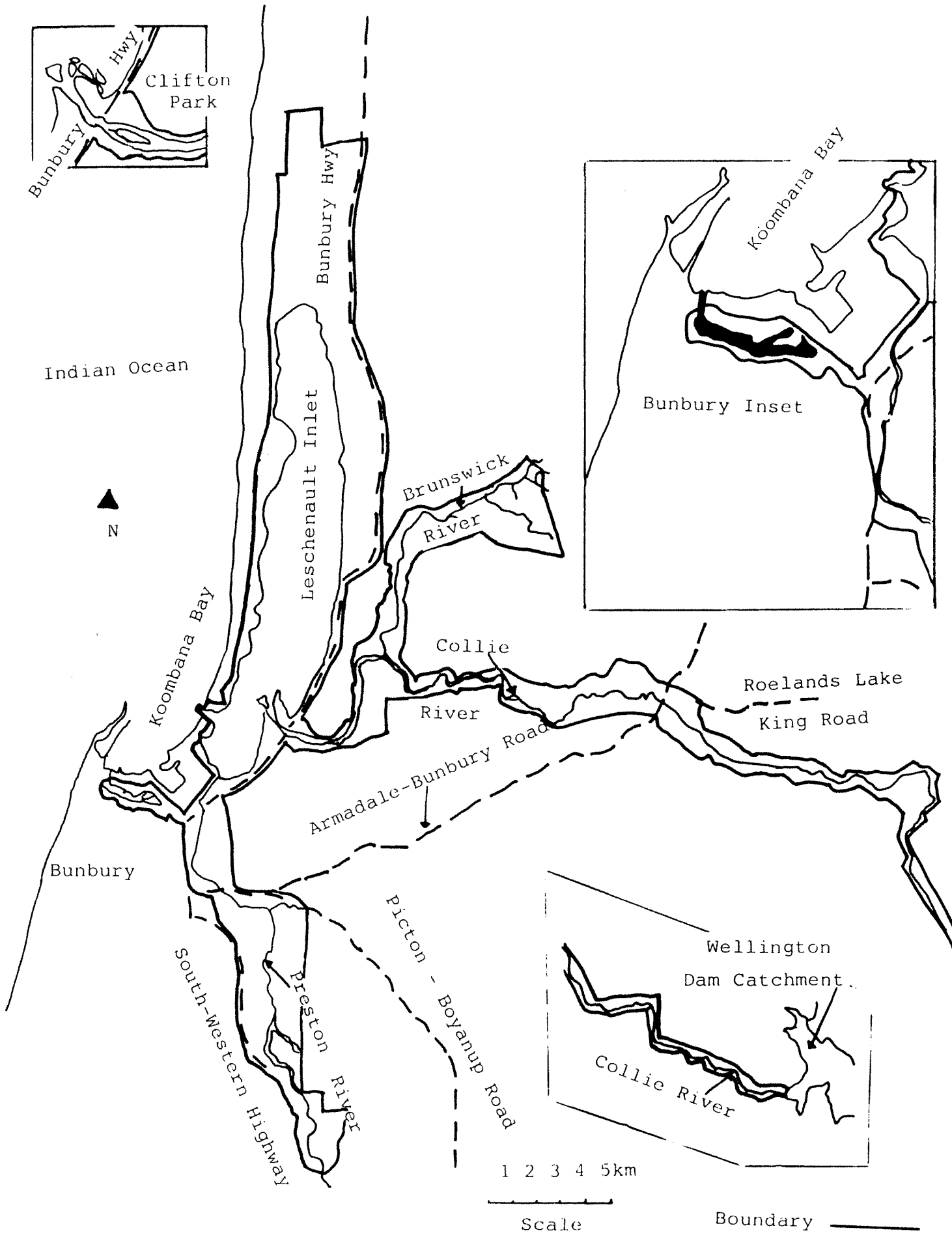
Leschenault Inlet Management Authority, P.O. Box 261,
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Three maps are included in the report illustrating the management areas of the above-mentioned authorities.

The Swan River Management Area includes the waters from Fremantle Traffic Bridge upstream to the confluence of Wooroloo Brook on the Swan River, to the lower diversion dam on the Helena River, and to the point where Brookton Highway crosses the Canning River



Swan River Management Area



Leschenault Inlet Management Authority

Leschenault Inlet Management Area

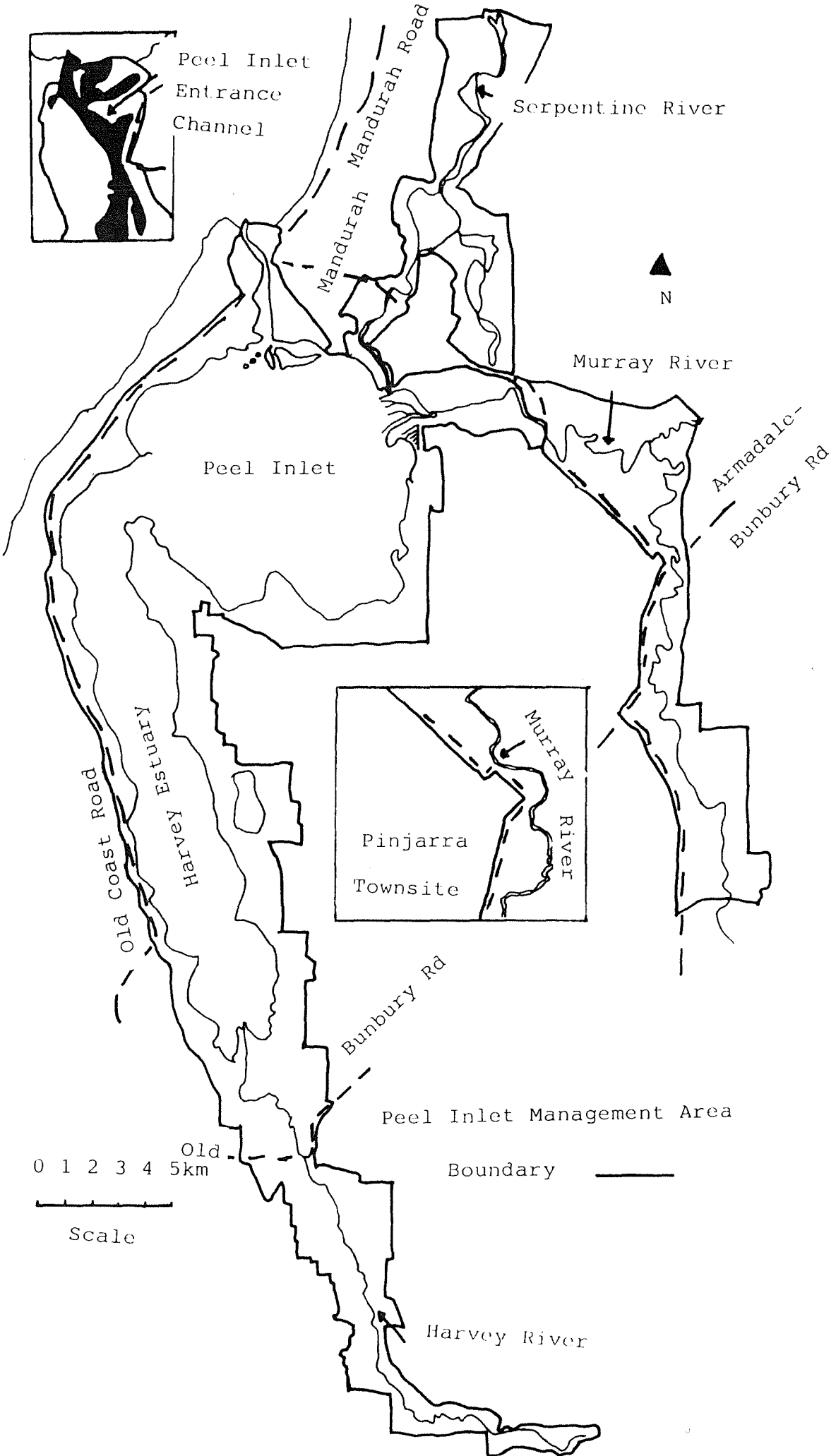


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POLICIES

PART 1 **WATERWAYS COMMISSION POLICIES***

1.0 **FORESHORE RESERVES**

This is a general policy statement on foreshore reserves to guide the Waterways Commission and Management Authorities (here after referred to as "the Commission") in management planning and usage of the foreshores along waterways within the management areas.

It is the duty of the Commission to conserve and manage the rivers, inlets and estuaries under the jurisdiction of the Waterways Conservation Act (1976 - 1982). Part of this function is to preserve or enhance the quality of the environment and amenities of the waters and associated land.

1.1 **General Objectives**

Fundamentally, the foreshore reserve exists because there is a waterway.

The general objective is to maintain the natural character of the waterways except where it is appropriate to enhance the amenities provided by the rivers.

Where it is appropriate to maintain the natural condition of the waterways natural processes such as floods, erosion and accretion will change the banks.

In order to enable these natural processes to occur without damage or loss of property and provide for public access and utilisation, foreshore land is being reserved.

The Town Planning Board policy (5th April 1982) is to require provision of a foreshore reserve when a subdivision includes land abutting a waterway.

In its submissions to the Board for the reservation of foreshore land the Commission should advise on the appropriate width and use, and in doing so, highlight the distinguishing features.

* These policies are common to all Management Authorities.

1.2 **Purpose**

The purpose for which the foreshore is reserved should be identified. This will influence the determination of the reserve width and justifies the reservation.

1.2.1 **Flood Storage**

Flood prone land adjacent to the waterways is for the storage of flood waters and providing a means for their escape preventing more severe flooding.

Filling and/or development of flood prone land may interfere with flood waters to the detriment of other land owners.

To maintain the characteristics of flood prone land there is a case for reservation.

1.2.2 **Environmental Protection - Flora and Fauna**

The general purpose of a foreshore reserve is to provide a buffer so that activities which may be carried out on adjacent land do not disturb the environment of the waterways. Where adjacent land activities may have a major effect on the waterway environment (traffic, buildings, industry) the reserve may need to allow for a vegetation buffer.

Foreshore vegetation is an integral part of the aquatic ecosystem, particularly important to this ecosystem are the estuarine wetlands. It is appropriate to reserve areas for the protection of plant and animal communities associated with waterways.

1.2.3 **Recreation**

Reserves along the State's major waterways are of regional significance and cannot be considered exclusively as local open space. These waterways attract people from areas far removed from the local area, who come into the area with the express purpose of using the waterways.

Recreation on these foreshore reserves should be water oriented (fishing, swimming, boating, walking). Active recreation pursuits such as sports that are not water oriented should be located away from the foreshores.

1.2.4 **Public Access to the Waterways**

One of the primary purposes of reserves is to enable people to utilise the amenities of the waters. In some cases facilities such as jetties, launching ramps and swimming areas may be appropriate.

1.2.5 **Bank Maintenance**

The reserve should be adequate to allow natural processes such as erosion and accretion to take place without interfering with land use adjacent to the waterways.

1.2.6 **Other**

There may be other purposes for which foreshore land should be reserved.

Not all of these uses will be compatible. Management plans for some foreshores will be necessary to designate and control the use of the various purposes of the foreshore reserve.

1.3 **Criteria for Width**

The topography is a prime consideration together with the intended use/s. The width of any reserve may be variable. Reserves with eroding banks should allow for the loss of land to attain a stable shoreline without compromising other uses.

The required width of a foreshore reserve varies according to the size of the waterway.

Generally a reserve of 50m minimum is required along the estuarine lagoons and rivers. Further upstream where rivers become much narrower and public usage is more limited (pedestrian traffic and canoeing) a 10m reserve providing this access and a vegetation easement may be all that is necessary. These widths are a guide only and will vary according to individual circumstances.

1.4 **Public Access**

In general the provision of access to foreshore reserves by cul-de-sac roads or loop roads is acceptable and prevents the use of foreshore roads as main traffic carriers.

Cul-de-sacs with parking will concentrate foreshore activities to areas where facilities can be provided to cater for the public. This strategy does not commit the entire reserve to a high level of costly management. Access to the reserve is achieved with a varying degree of difficulty.

There will be situations where a subdivision should be separated from a public reserve by a road to prevent incursion by residents. Owners of land abutting narrow reserves tend to encroach on them with unauthorised

developments and thereby cause the general public to think the foreshore is privately owned and not for its enjoyment.

2.0 **PRIVATE JETTIES**

2.1 **Existing Private Jetties**

2.1.1 Located abutting private property which has a waterside boundary.

Policy

Owners of this class of jetty to enjoy continued use subject to compliance with all the requirements of the licence granted under the Jetties Act.

2.1.2 Located abutting a public reserve or a road reserve.

Policy

Owners of this class of jetty to enjoy continued use subject to compliance with all the requirements of the licence granted under the Jetties Act.

2.2 **Transfer of Private Jetties**

2.2.1 Located abutting private property which has a waterside boundary.

Policy

Recommend approval for the transfer provided that the jetty is in good order as required by the licence at the time of the application for transfer to the new owner and to the satisfaction of the management authority.

2.2.2 Located abutting a public reserve or a road reserve.

Policy

Recommend approval for the transfer provided that the jetty is in good order as required by the licence at the time of the application for transfer to the new owner to the satisfaction of the management authority.

2.2.3 **Special Conditions**

1. Swan/Canning River Management Area - the new owner to reside either in front of or diagonally to the jetty.

2. Leschenault and Peel Inlet Management Area - transfers of jetty licences will not be recommended where the applicant does not own property in the locality adjacent or near to the jetty - e.g. Mandurah townsite structures - Mandurah property owner, Riverview structure - Riverview property owners etc.

2.3 **Applications to Construct Private Jetties**

- 2.3.1 Located on private property which has a waterside boundary.

Policy

These applications may be recommended for approval provided that:

- The design of the jetty shall comply with the minimum standards for such structures as set by the Manager Engineering, Department of Marine and Harbours.
- The owner of the private property produces a copy of his title verifying the waterside boundary.
- It will not interfere with navigation or current recreational use of the adjacent waters.
- Its length is not in excess of six (6) metres measured from H.W.M. and width not in excess of 1.5 metres.

2.3.2 **Special Conditions**

Swan River Management Area -

The Swan River Management Authority would not recommend any new jetties downstream of the "Narrows Bridge" or the "Canning Bridge" unless there are real extenuating circumstances.

The Swan and Canning Rivers and their foreshores in the metropolitan area are within the SPC's "Metropolitan Region Scheme". An application to construct a jetty must also be made to that Authority.

- 2.3.3 Located abutting a public reserve or road reserve.

Policy

All applications for permanent structures of this nature be refused.

2.3.4 **Special Conditions**

A Management Authority may under special circumstances recommend approval for a temporary jetty abutting a reserve (e.g. a floating jetty was recommended for approval in Fremantle abutting the road reserve opposite the "Captain Fremantle" for use by an America's Cup syndicate conditional to it being removed after the race).

3.0 **PRIVATE BOATSHEDS OR BOATHOUSES**

3.1 **Existing Private Boatsheds or Boathouses**

3.1.1 Located abutting private property which has a waterside boundary

Policy

Owners of a boatshed or boathouse to continue to enjoy continued use subject to compliance with all requirements of the licence granted under the Jetties Act.

3.1.2 Located abutting a public reserve or road reserve.

Policy

Owners of a boatshed or boat house to continue to enjoy continued use subject to compliance with all requirements of the licence granted under the Jetties Act.

3.2 **Transfer of Private Boatsheds or Boathouses**

3.2.1 Located abutting private property which has a waterside boundary.

Policy

Recommend approval for the transfer provided that the boatshed or boathouse is in good order as required by the licence at the time of the application for transfer to the new owner and to the satisfaction of the management authority.

3.2.2 Located abutting a public reserve, road reserve or public jetty or wharf.

Policy

Recommend approval for the transfer provided that the boatshed or boathouse is in good order as required by the licence at the time of the application for transfer to the new owner and to the satisfaction of management authorities.

3.2.3 **Special Conditions**

1. Swan/Canning River Management Area - the new owner to reside either in front of or diagonally to the structure.
2. Leschenault and Peel Inlet Management Area transfers of licences will not be recommended where the applicant does not own property in the locality adjacent or near to the jetty - e.g. Mandurah townsite structures - Mandurah property owner, Riverview structure - Riverview property owners etc.

3.3 **Application to Construct Boatsheds or Boathouses**

Policy

All applications will be refused.

3.4 **Special Conditions**

Relocation of existing boatshed sites, Peel Inlet Management Authority.

The relocation of existing boatshed sites be permitted, subject to the following:

"That the licence for the existing structure (boatshed) be cancelled.

Before relocation of the boatshed is effected, the person requiring transfer of the boatshed to have an existing licence for the alternate structure site.

All structures appertaining to the former site to be removed and the site to be left in a condition satisfactory to the relevant Management Authority (e.g. Peel).

Relocation of boatsheds to be subject to aesthetic considerations and navigation requirements and flood mitigation requirements".

4.0 **PUBLIC JETTIES - OWNED BY COMMERCIAL ENTERPRISE AND LOCAL GOVERNMENT**

4.1 **Existing Public Jetties**

- 4.1.1 Located abutting privately owned property.

Policy

The owners of the jetty to continue to enjoy continued use subject to compliance with all requirements of the licence granted under the Jetties Act.

- 4.1.2 Located abutting a public reserve or road reserve.

Policy

The owners of the jetty to continue to enjoy continued use subject to compliance with all the requirements of the licence granted under the Jetties Act.

4.2 Transfer of Public Jetties

- 4.2.1 Located abutting privately owned land.

Policy

Recommended approval for the transfer provided that the jetty is in good order as required by the licence at the time of application for transfer to the new owner and to the satisfaction of the management authority.

- 4.2.2 Located abutting a public reserve or road reserve.

Policy

Recommend approval for the transfer provided that the jetty is in good order as required by the licence at the time of application for the transfer to the new owner and to the satisfaction of the management authority.

4.3 Application for New Public Jetties by Commercial Enterprise or Local Government Authorities

- 4.3.1 Located abutting land zoned commercial which has a waterside boundary.

Policy

These applications may be recommended for approval provided that:

- The design of the jetty shall comply with the minimum standards for such structures set by the Manager Engineering Department of Marine and Harbours.
- The owner of the public jetty produces a copy of the title verifying the waterside boundary.

- It will not interfere with navigation of the adjacent waters.

4.3.2 Located abutting a public reserve or road reserve.

Policy

These applications may be recommended for approval provided that:

- The design of the jetty shall comply with the standards set by the Manager, Engineering, Department of Marine and Harbours.
- It will not interfere with navigation of the adjacent waters.
- If the jetty application is submitted by a commercial enterprise then an agreement must be made with the local government authority containing at least the following:
 - i) The local government authority accepting the jetty and applying for the jetty licence.
 - ii) The commercial enterprise to pay all costs relating to the cost of the jetty.
 - iii) The commercial enterprise's acceptance of all maintenance costs of the jetty.
 - iv) The jetty being available for use by the public.

4.3.3 **Special Conditions**

Swan River Management Area

The Swan and Canning Rivers and their foreshores in the metropolitan area are within the M.R.P.A's "Metropolitan Region Scheme". An application to construct a jetty must also be made to that Authority.

The Swan River Management Authority would not recommend any new jetty downstream of the Narrows Bridge or the Canning Bridge unless there were real extenuating circumstances.

5.0 **LAUNCHING RAMPS AND SLIPWAYS**

5.1 **Existing Launching Ramps and Slipways**

5.1.1 Located abutting private land which has a waterside boundary.

Policy

Owners of the launching ramps and slipways to enjoy continued use subject to compliance with all the requirements of the licence granted under the Jetties Act.

- 5.1.2 Located abutting a public reserve or road reserve.

Policy

Owners of the launching ramps or slipways to enjoy continued use subject to compliance with all the requirements of the licence granted under the Jetties Act.

5.2 Transfer of a Private Launching Ramp or Slipway

- 5.2.1. Located abutting private property which has a waterside boundary.

Policy

Recommend approval for the transfer provided that the launching ramp or slipway is in good order as required by the licence at the time of the application to transfer to the new owner and to the satisfaction of the management authority.

- 5.2.2. Located abutting a public reserve or a road reserve.

Policy

Recommend approval for the transfer provided that the launching ramp or slipway is in good order as required by the licence at the time of the application to transfer to the new owner and to the satisfaction of the management authority.

5.2.3 Special Conditions

The Swan River Management Authority requires launching ramps and slipways to be of good engineering design and unless they are in first-class condition they will not be recommended for approval for the transfer.

Swan/Canning River Management Area - the new owner to reside either in front or diagonally to the structure.

Leschenault and Peel Inlet Management Area - transfers of licences will not be recommended where the applicant does not own property in the locality adjacent or near to the jetty - e.g. Mandurah townsite structures - Mandurah property owner, Riverview structure - Riverview property owners etc.

5.3 **Application to Construct a Launching Ramp or Slipway**

5.3.1 Located abutting private land which has a waterside boundary.

Policy

These applications may be recommended for approval provided that:

- The design of the launching ramp or slipway shall comply with minimum design standards for such structures set by Manager Engineering, Department of Marine and Harbours.
- The owner of the land produces a copy of the title verifying the waterside boundary.
- The structure will not interfere with navigation of the adjacent waters.

5.3.2 Located abutting a public or road reserve.

Policy

These applications will not be recommended for approval.

6.0 **BRIDGES**

6.1 **Existing Bridges**

6.1.1 Having waterside boundaries on both sides of the river.

Policy

Owners of a bridge to enjoy continued use subject to maintaining it to a standard set by the Manager Engineering, Department of Marine and Harbours.

6.1.2 Public bridges owned by MRD, Local Government Authorities, MWA or Westrail

Policy

Owners of a bridge to enjoy continued use subject to maintaining it to a standard set by the Manager Engineering, Department of Marine and Harbours.

6.2 **Application for Transfer of Private Bridge**

Policy

Approval may be given for the transfer provided that the bridge is in good order as required by the standards set by the Manager Engineering, Department of Marine and Harbours.

6.3 **Application to Construct a Bridge**

6.3.1 Located on private land which has waterside boundaries on both sides of the river.

Policy

Approved to construct a bridge may be given provided that:

- The design of the bridge shall comply with the minimum design standards for such structures set by the Manager Engineering, Department of Marine and Harbours.
- The owner of the land produces a copy of the title verifying the waterside boundaries both sides of the river.
- The structure will not interfere with navigation of the waters.
- The design of the bridge is such that it gives the minimum interference to flood waters.

6.3.2 **Public Bridges**

Policy

Approval to construct a bridge may be given provided that:

- The design of the bridge shall comply with the minimum design standards for such structures set by the Manager Engineering, Department of Marine and Harbours.
- The design of the bridge is such that it gives minimum interference to flood waters.
- There is access along the foreshore beneath the bridge.
- Fishing platforms, pedestrian and cycleways should be included where practicable.

7.0 **RETAINING WALLS (REGULATION 15 WATERWAYS CONSERVATION REGULATIONS 1981)**

Notes

1. A licence is necessary to construct a retaining wall.
2. There is no provision to licence retaining walls.
3. A retaining wall must not be removed without first obtaining the written permission of the Commission or relevant Management Authority.
4. The Commission may by notice in writing require the person having control of the retaining wall to carry out such maintenance it considers appropriate.

7.1 **Existing Retaining Walls**

- 7.1.1 Located on private land which has a waterside boundary.

Policy

The owner of a retaining wall to enjoy continued use subject to monitoring it in accordance with the provisions of Regulation 15 of the Waterways Conservaton Regulations 1981.

- 7.1.2 Located abutting public land - M.R.D. - L.G.A.

Policy

The owner of a retaining wall to enjoy continued use subject to maintaining it in accordance with the provisions of Regulation 15 of the Waterways Conservation Regulations, 1981.

7.2 **Transfer of Retaining Walls**

The Waterways Conservation Regulations 1981 do not contain any provision relating to the transfer of retaining walls.

7.3 **Applications for Retaining Walls**

- 7.3.1 Located on private land which has a waterside boundary.

Policy

A licence to construct a retaining wall (Form 4, Schedule 1 of the Waterways Conservation Regulations 1981) may be issued subject to:

- The design of the retaining wall shall comply with the minimum design standards for such structures set by the Manager Engineering, Department of Marine and Harbours.
- The design of the retaining wall shall in the opinion of the Management Authority be in harmony with the area where it is proposed.
- That the construction of a retaining wall is essential to provide stability to the bank.
- The owner produces a certificate of title verifying that the private land has a waterside boundary.
- The retaining wall shall not enter into the waterway beyond the waterside boundary of land except:
 - i) Where a vertical wall is proposed and the waterside boundary of the land is shown on the diagram and the title is an irregular line. The wall may be constructed on a fair average straight alignment.
 - ii) Where a sloping or battered wall is proposed the point at which the wall meets the line of the mean summer tide as determined by the relevant authority, shall not project beyond the boundary of the land except where a fair average line is approved as in (i) above.
 - iii) In the event of a dispute between the Commission and the owner as to the location on ground of the waterside boundary of the land, a licenced Surveyor shall be appointed at the cost to the owner to determine and peg the boundary.

7.3.2 Located on public land abutting the water.

Policy

- A licence to construct a retaining wall (Form 4, Schedule 1 of the Waterways Conservation Regulations 1981) may be issued provided that:
- The design of the retaining wall shall comply with the minimum design standards set by the Manager Engineering, Department of Marine and Harbours.
- The design of the retaining wall shall in the opinion of the Management Authority be in harmony with the area where it is proposed.

- That the construction of a retaining wall is essential to provide stability to the bank.
- The retaining wall shall not extend beyond the waterside boundary of the land except:
 - i) Where a vertical wall is proposed and the waterside boundary of the land is shown in the diagram and the title is an irregular line the wall may be constructed on a fair average straight alignment.
 - ii) Where a sloping or battered wall is proposed the point at which the wall meets the line of the mean summer tide as determined by the relevant authority shall not project beyond the boundary of the land except where a fair average line is approved as in (i) above.
 - iii) In the event of a dispute between the Commission and the owner as to the location on ground of the waterside boundary of the land, a licenced surveyor shall be appointed at the cost of the owner to determine and peg the boundary.

8.0 **MARINAS AND BOAT PENS WITH WATER LEASE AND JETTY LICENCE**

8.1 **Existing Marinas and Boat Pens**

Owners of these marinas to enjoy continued use subject to compliance with all the requirements of the licence granted under the Jetties Act.

Extension of pens or re-arrangement of pens may be recommended provided that:

- i) The extension of pens or re-arrangement of pens must be within the existing water lease.
- ii) The design of the pens shall comply with the minimum design standards for such structures set by the Manager Engineering, Department of Marine and Harbours.

8.2 **Application to Transfer a Marina**

Policy

Approval may be recommended to transfer a marina provided it is in good order as required by the standards set by the Manager Engineering, Department of Marine and Harbours.

8.3 **Application to Construct a Marina Located on Privately Owned or Leased Land with a Waterside Boundary**

Policy

There is sufficient water area available without interference to navigation, swimming areas, water skiing areas or wildlife reserves.

The design of the marina and pens shall comply with the minimum design standards for such structures set by the Manager Engineering, Department of Marine and Harbours.

8.3.1 **Special Conditions**

Swan River Management Area

The Swan River Management Authority considers that no more marinas should be constructed in the Swan or Canning Rivers.

9.0 **RESTAURANTS AND TEAROOMS**

9.1 **Existing Restaurants and Tearooms**

9.1.1 Located on or adjacent to a foreshore where the natural landscape has already been substantially modified abutting either public land or privately owned land.

Policy

Owners of these restaurants to enjoy continued use subject to compliance with the provisions of the Jetties Act.

9.2 **Transfer of Restaurants or Tearooms**

9.2.1 Located on or adjacent to a foreshore where the natural landscape has already been substantially modified.

Policy

Approval may be recommended to transfer a restaurant/tearoom provided it is in good order in accordance with standards set by the Manager Engineering, Department of Marine and Harbours.

9.3 **Application to Construct a Restaurant or Tearoom**

9.3.1 Located on or adjacent to a foreshore where the natural landscape has already been substantially modified.

Policy

Approval may be recommended to construct a restaurant/tearoom provided, the design standards for such

structures set by the Manager Engineering, Department of Marine and Harbours.

9.3.2 **Special Conditions**

Swan River Management Area

The Swan River Management Authority believes that structures should not be built on or over the Swan or Canning Rivers unless they are necessary to enable public use and enjoyment of the river.

A proliferation of restaurants along the river would be undesirable. However, there could be some further opportunities for people to eat in riverine surroundings.

The establishments should not encroach on the river.

The Authority respects the Local Authorities' desires to accord with the wishes of the Communities they represent and to keep their waterfront areas in an attractive condition, including preservation of vistas and access along the waterfront. Therefore most suitable sites for restaurants are those that have already been modified.

PART II **SWAN RIVER MANAGEMENT AUTHORITY POLICIES**

10.0 **DREDGING POLICY - SWAN RIVER MANAGEMENT AUTHORITY**

- Dredging in the river system *A should only be permitted in order to maintain existing navigational channels and boat harbours. Other dredging shall only be undertaken with the approval of the Authority on the advice of the Manager Engineering Department of Marine and Harbours.
- Spoil from dredging should not be:
 - i) Dumped in the river system.
 - ii) Used for the reclaiming of "wetlands" adjacent to the river.
 - iii) Placed on a foreshore as a method of beach renourishment, unless it can be shown that material so placed will not eventually be eroded and deposited back into the river.

- Spoil from dredging should be removed from the river system and disposed of away from the system by either trucking away to land or by barging to sea. *B

*A The river system includes the foreshore areas where dumping of spoil could have adverse effects in eventually finding its way back into the area of the river from which it was removed.

*B Barging to sea could involve Commonwealth Government approvals.

11.0 **POLICY ON STORMWATER DISPOSAL - SWAN RIVER MANAGEMENT AUTHORITY**

Stormwater from residential buildings, commercial buildings, industrial sites and adjacent carparks servicing such buildings constructed adjacent to the river, is to be disposed of on site unless special approval has been obtained from the Swan River Management Authority.

12.0 **POLICY ON DEVELOPMENTAL PROJECTS - SWAN RIVER MANAGEMENT AUTHORITY**

If the work is not commenced and completed within the period of one year commencing from the date shown on the letter of approval, application for renewal of the approval will be mandatory and if this renewal is granted the Authority reserves the right to vary the conditions of approval.

13.0 **OIL SPILLAGE, INDUSTRIAL PREMISES - SWAN RIVER MANAGEMENT AUTHORITY**

Special Note

There have been a number of occasions when there have been spillages of oil in industrial premises and the oil has escaped from them into stormwater drains.

Policy

It is recommended that all Local Government Authorities, when issuing permits to build in unsewered areas, ensure that adequate measures are taken to prevent polluting materials, such as oils, from entering stormwater drains or percolating through the ground into stormwater drains.

14.0

POLICY ON SLIPPING FACILITIES - SWAN RIVER MANAGEMENT AUTHORITY

When hardstanding areas are created for use for vessels removed from the water via a hoist, then an intercepting drain should be constructed so as to prevent material from the boat on the hardstand washing back into the river.

The intercepting drain is to be covered with a mesh, which will pick up all of the larger pieces of material and the smaller particles will pass into a fine particle trap into a settling tank.

The settling tank will be constructed in such a way that it can be periodically cleaned out.

(Policy only to relate to new installations).

15.0

POLICY ON RUBBISH DISPOSAL SITES - SWAN RIVER MANAGEMENT AUTHORITY

No new tips should be approved adjacent to the rivers or to streams which feed into them.

This Authority is opposed to the initiation of rubbish dumping on sites adjacent to the rivers which are already gazetted but not currently in use.

This Authority is opposed to any expansion to the existing rubbish tip sites adjacent to the rivers and considers that the existing sites be closed as soon as practicable.

16.0

POLICY ON HOUSEBOATS - SWAN RIVER MANAGEMENT AUTHORITY

Special Note

The definition of a houseboat means "any vessel or pontoon that is held or let"

(a) As a place of habitation where such use be as temporary, intermittent or permanent.

(b) As a place for accommodating or receiving persons for purposes of shelter, recreation, entertainment or refreshment.

(c) As club or business premises.

Does not include a vessel being temporarily used for any of the purposes in subparagraphs (a), (b) or (c) of this paragraph if the vessel is normally employed in

carrying goods or passengers, or both, for reward or plying for hire for the carriage of goods or passengers, or both.

Policy

Houseboats should not be permitted to be located on the Swan-Canning Estuarine System. Houseboats are not compatible with other river users for the following reasons:

- The waterways are central to the Perth metropolitan region and are easily accessible to the 900 000 inhabitants of the metropolitan area.
- Considerable pressure is already placed on the waterways and the foreshore environment.
- Its main use is an active recreational resource both aesthetically and physically.
- The waterways are under pressure from recreationists for its use and some persons may claim that it is at a saturation point now.
- Houseboats moored permanently will take up recreational water which should be available to all users.
- People don't have to live on the river - there is no shortage of land.
- The navigable water above the Causeway is limited and is also subject to flooding, during which time it would be dangerous for any vessel particularly houseboats.
- Downstream of these bridges there are only a limited number of mooring areas suitable for all weather conditions. There is already keen competition for these areas by Yacht Clubs, private boating enthusiasts, windsurfers, swimmers etc.

17.0

VENDING ON THE RIVER - SWAN RIVER MANAGEMENT AUTHORITY

The Authority's policy is to oppose vending on the river as it is not an appropriate use. River congestion is getting to the point where activities not essential for river use should not be allowed. This kind of commercial activity is undesirable, the river should be kept specifically for marine activities.

18.0

POLICY ON CYCLEPATHS DUAL-USE PATHS - SWAN AND CANNING RIVER FORESHORES - SWAN RIVER MANAGEMENT AUTHORITY

The Authority is in agreement with cycletracks along the foreshores of the waterways subject to the following:

- (a) The cyclepath should not be on the riverbank as this would reduce the access for the rest of the public who wish to use the river for various recreation purposes.
- (b) The cyclepath should not divide the reserve but should be designed in such a way that is is on the roadside of any carparking facilities.
- (c) The cyclepath should be sited at least a minimum of 10 metres away from the river's edge. However, the authority would prefer to see the cyclepath towards the back of the reserve similar to the Matilda Bay cyclepath.
- (d) Where there is only a very narrow reserve, less than 10 metres, there should not be any cyclepath. The cyclepath should be incorporated into the roadway and given the appropriate status. Alternatively the cyclepath could detour away from the river to other areas of scenic, historic or scientific interest.
- (e) The cyclepath should only be brought closer to the river at selected points. These could incorporate rest areas for walkers and cyclists.

The Authority accepts that exceptions to the rule exist such as Mounts Bay Road where the cyclepath is adjacent to an extremely busy road.

19.0

AQUATIC CLUB - POLICY

19.1

New Clubs

- Applications will be received from newly formed Yacht Clubs for approval to establish a yacht club adjacent to the waters subject to:
 - i) The Club is legally constituted and has a membership of at least fifty members.
 - ii) It is financially sound and can show proof to the satisfaction of the Commission of the means by which proposed improvements can be financed.
- Each application must give details as follows:

- i) The location and ownership of the land they require for their shorebased facilities.
 - ii) The water area which is considered necessary for their operations both immediate and for future expansion.
 - iii) A sketch plan showing proposed initial layout, coloured red with possible future extensions coloured blue.
 - iv) Any other information the Commission may require before considering the application.
- The relevant Management Authority will consider such applications and after receiving the advice of the Authority the Commission may, at its discretion, grant or refuse approval. Such approval will be subject to the terms and conditions as set out in Section 19.2.

19.2 **Established Yacht Clubs**

- The approval given to a yacht club to operate in accordance with the requirements of this section will not in any way invalidate the terms of the Waterways Conservation Act, 1976, and the Waterways Conservation Regulations.

- ### 19.2.1
- Maintenance of buildings, boat pens, jetties, slipways etc. All fixed structures i.e. club house jetties, mooring pens, launching ramps, slipways etc., must be maintained in good order and condition.

Inspections will be carried out at regular intervals and where maintenance is found to be deficient the club will be notified accordingly and must comply with any instructions given by the Management Authority.

- General tidiness and disposal of wastes and rubbish. The premises must, at all times, be kept in a tidy condition. Large containers of ample capacity for dry rubbish must be placed on shore and each jetty and arrangements made with the Local Authority for these to be emptied at regular intervals. Suitable containers for receipt of liquid wastes i.e. sump oil, must also be provided and arrangements made for regular removal of these wastes.

Where it is found that rubbish, litter or waste oils are being discharged into the waters the Authority may take legal action under Section 22 and 23 of the Waterways Conservation Regulations.

19.3 **Construction Works**

19.3.1 New Works

Before proceeding with any new construction within their boundaries, clubs must submit plans and specifications of their proposals in duplicate to the appropriate Management Authority. The Commission may at its discretion approve, amend or reject the proposals. Where the plans have been amended or rejected, the Commission will provide the Club with its reasons for either amending or rejecting the proposals.

Construction work on the proposals must commence within six months of receipt of approval from the Commission, otherwise the approval will lapse and the club must re-apply for approval.

19.3.2 Additions to Existing Structures

Any additions, alterations or new works, except general maintenance, must be approved by the Commission. Applications for approval must be accompanied by adequate plans and specifications showing existing work coloured blue and proposed new work coloured red. Where the club has received approval for other works which have not been commenced, these should be shown coloured green.

19.3.3 The club will be responsible for ensuring that all construction debris is removed from the site and that no timber offcuts or other materials be dropped into the waters during the construction period.

19.4 **General**

- Club houses and other auxiliary buildings; these must comply with the local building by-laws and must be aesthetically pleasing when viewed from the waters and shall be not less than 30 metres from High Water Mark.
- Jetties, slipways and launching ramps; these may be constructed of timber, concrete or steel or any combination of these materials subject to their design meeting engineering requirements as to strength and durability. Discarded tyres may be used as fenders provided they are reasonably uniform in size and are painted white.
- Public Access; where the lease of the land area granted by an appropriate Authority for the purpose of establishing a club extends to High Water Mark, the public must, at all times, be

permitted to traverse this section and no fences are to be constructed by the club concerned which will deny such access.

- Where, if at any time in the future, legislation is passed requiring certain types of private boats to be fitted with holding tanks for the receipt of domestic wastes, clubs will be required to provide, at their cost, suitable pumping out equipment and disposal to sewer or septic tank installation as approved by the Commission.

20.0 **POLICY ON MAINTENANCE OF MARINA AREAS - SWAN RIVER MANAGEMENT AUTHORITY**

20.1 **Tyres**

Tyres may be used as buffers on jetties provided the following conditions are adhered to:

- i) The size is uniform.
- ii) The tyres are painted white.
- iii) They must be fixed to the jetty in conformity with a manner approved by the Authority.
- iv) Sections of tyres - also to be of uniform size and painted white - may be fixed vertically to outside pen piles to be used as buffers when boats are manoeuvring. No other materials to be used for this purpose unless approved by this Authority.
- v) Tyres must be used in no other form and for no other purpose.

(The requirement is necessary as inspections have revealed that this aspect of pen systems is generally untidy and in some instances most unattractive as a result of the disorderly use of a number of unsuitable materials).

20.2 **Renewal of Substantial Structures**

Any proposal to alter or add to existing structures must be the subject of an application to the Authority.

Minor replacements may be referred to the office by telephone, an inspector will then make an examination who will report to the Chairman who will make a decision.

It is stressed that all other renewals must be the subject of a formal application to the Authority.

20.3 **Maintenance Work**

All maintenance work must be carried out as and when necessary. This requirement is to ensure that such work is not left until pointed out by the Works and Structures Committee during its annual onsite inspection.

20.4 **Maintenance Dredging and Disposal of Fill**

Any dredging or draglining carried out within the mooring area must be the subject of an application to the Authority.

Such projects could have a bearing on river training.

20.5 **Underground Waste Tanks**

It is required that all Yacht Clubs and similar establishments shall install an underground tank (or tanks - depending on the extent of the pen system), with a minimum nominal capacity of 100 gallons each tank, with fittings to enable pumping out for cartage to an approved waste disposal area. Alternative suggestions will be considered.

Evidence exists that in some instances sump oil, etc., is reaching the river and in the main, facilities are not available for orderly disposal.

20.6 **Disposal of Rubbish**

The Authority insists that large containers be placed on the shore and on each jetty, or, if it is more convenient, at various points in the jetty system for disposal of rubbish including bottles and cans. The containers must be of a size capable of coping with the amount of litter deposited so that this does not overflow. Quite frequently rubbish can be observed floating away from pen systems, indicating that boat owners are throwing rubbish into the water, or rubbish containers are not carefully serviced.

It must be stressed that under the Waterways Conservation Act 1976, it is an offence to litter or pollute the waters of the river in any way and if necessary legal action can be taken by the Authority.

The Authority does not wish to lay down the method of collection or disposal and would welcome suggestions for consideration.

20.7

Responsibility for Removal of Debris During Construction Works

Yacht Clubs or the owners or lessees of other establishments will be held responsible for ensuring that any debris, surplus materials or obstacles resulting from any works carried out within their lease, are completely removed from the water area.

(This is to ensure that material is not left in a position from which it can be washed or pushed into the water to become a floating hazard).

With the increased use of the river and the rapid development being carried out near the foreshores, this problem is one of paramount importance. The Authority's staff does not have the time to keep a constant watch on construction activities with a view to clearing debris etc., and the onus must therefore be placed upon the organisation requiring the work.

It must be re-iterated that under the Waterways Conservation Act 1976, it is an offence to allow debris or polluting matter of any description to enter the waters.

20.8

Pumping of Bilges at Yacht Clubs/Marinas

This Authority has received a number of complaints regarding oil being pumped from the bilges of boats moored in yacht club pens. This is a serious problem, not only does the river become polluted but it also causes unsightly marks on other boats.

21.0

DEVELOPMENT APPLICATIONS POLICY - SWAN RIVER MANAGEMENT AUTHORITY

21.1

Submission of Plans

When applying for permission to undertake projects, reasonably detailed plans and specifications must be submitted in duplicate and where such undertakings involve structures in or over the water, the allocated mooring area must be clearly defined on the drawings.

To facilitate processing of plans it is essential that existing work, for which approval has been given but which has not been commenced, and proposed work be clearly indicated by the use of the following colours:

- | | |
|-------------------------------------|-------|
| i) Existing work | Blue |
| ii) Work approved but not commenced | Green |
| iii) proposed work | Red |

21.2 **Submission of Applications**

In the case of Yacht Clubs, all applications must be channelled through the Club Committee for submission to the Authority, which cannot accept approaches from individual members.

By this method the club is kept fully informed and each request can be fitted into the overall picture. It will be realised that confusion would result if the Authority dealt with members without the knowledge of Club Officials.

21.3 **Approval for Work**

All approvals issued are valid for one year after which time they lapse. Therefore, if a project cannot be completed within this time, a written application for an extension must be made in sufficient time to allow processing before the approval expires, otherwise, a completely new submission must be submitted.

If, subsequent to the issue of an approval for any work, it is decided not to proceed, the Authority must be informed so that the project may be deleted from the Approval List.

PART III **PEEL INLET MANAGEMENT AUTHORITY POLICIES**

22.0 **BOATING POLICY PEEL INLET MANAGEMENT AUTHORITY**

The policy seeks to avoid limiting the rights of riverside residents and most river users, but recognises the need to prevent further deterioration in safety and the attractiveness of the area. The policy applies to all waterways which come under the jurisdiction of the Authority.

22.1 **Restrict Access to the Water**

Make it difficult for boats to be launched anywhere except at designated boat ramps (and privately owned ramps) by:

- a) Setting carparks well back from water's edge.
- b) Using log barriers along the waterways.

Restrict carparking with log barriers along roads and around designated carparks.

The matter of launching ramps to be kept under review, i.e. monitor use of particular ramps, assess need to:

- a) Limit the number of launching ramps to restrict access to rivers.
- b) Increase the number of launching ramps to ease pressure on existing facilities.

22.2 **Restrictions on Riverine Activities**

Applications for;

- a) land based hire boat operations,
- b) expansion of existing power boat fleets,
- c) increase in h.p. of engines,
- d) sail boat or sail board operations,

to be decided on the merits and justification of the applications after consultation between the Department of Marine and Harbours, Local Authorities and Peel Inlet Management Authority.

The matter of reduction of speed limit in rivers to 5 knots or less to be kept under review.

Prohibit barefoot and water skiing in the rivers.

22.3 **General**

Support increased policing of the area.

Public documents, either separately or as one comprehensive document covering such matters as:

- a) Tourist-style maps showing areas set aside for various activities.
- b) Waterways Conservation Regulations.
- c) Over-all policy of Waterways Commission and its implications for waterway users.
- d) Guidelines and hints for use of various sections of the waterways system and for specific activities.
- e) Sources of assistance and guidance.

23.0 **POLICY ON POWER BOATING - PEEL INLET MANAGEMENT AUTHORITY**

The Authority seek to exclude power boats from the Upper Serpentine River and Lakes Geogrup, Cogrup, Wolyanup, Bulbiba and Road.

24.0 **POLICY ON BAREFOOT AND WATER SKIING - PEEL INLET
MANAGEMENT AUTHORITY**

As from 31st December 1978, no skiing whatsoever shall be permitted in the Murray River between the Delta and Pinjarra.

25.0 **POLICY ON HOUSEBOATS - PEEL AREA PEEL INLET MANAGEMENT
AUTHORITY**

25.1 **Live-on Houseboats**

Policy

That permanent occupation (as private dwellings) of houseboats not be permitted.

25.2 **Hire Houseboats**

Policy

Before consideration will be given to any application for a licence to operate a houseboat hire service, the following requirements must be satisfied:

- The proponent must have a minimum of three vessels*.
- The proponent must have a site from which to operate. (Either designated by the relevant Local Authority in consultation with the Department of Marine and Harbours and Peel Inlet Management Authority; or alternatively, the Local Authority may decide that the proponent may be required to suggest a site which would have to be agreed by the Local Authority, the Department of Marine and Harbours and PIMA).
- The proponent must satisfy the Department of Marine and Harbours, the relevant Local Authority and the Peel Inlet Management Authority that the service will have adequate effluent pumpout facilities (other than sullage truck).

* This provision is intended to discourage the owner of a single houseboat who may wish to utilise a hire situation to finance what would essentially be a private holiday facility, perhaps to the detriment of other bona fide fleet hire operations.

26.0

**POLICY ON FERRY BOAT OPERATIONS - PEEL AREA PEEL INLET
MANAGEMENT AUTHORITY**

No further ferry boats be permitted to operate in the Peel area until adequate pumpout facilities are provided. ('Adequate pumpout facility' does not include discharge to an effluent truck).

NB Neither PIMA, nor the Local Authorities have the power to control these operations, other than on the matter of effluent discharge and for use of the foreshore. Responsibility for survey of the vessel and operator's ticket rests with the Department of Marine and Harbours. The Department does not issue a licence for a ferry boat to operate in a particular area.

PIMA considers that a public boat effluent pumpout facility is required and this matter is being pursued by the Authority.

27.0

**POLICY ON STORMWATER DISPOSAL OF CANAL ESTATES - PEEL
INLET MANAGEMENT AUTHORITY**

Single Residential

Roof run-off to be disposed of on site if practicable, or if this is not possible, to be disposed of direct into the canal via an approved sealed system, provided there is no interference to the canal walls.

High Density (Unit) Development

Roof run-off to be disposed of direct to the canals via an approved sealed system. No airconditioner cooling water bleed-off to be discharged through the system.

Commercial Buildings

As for high density (unit) development.

Road

(Private) - Run-off to be disposed of on site, with an overflow relief.

(Public) - Run-off to be disposed of to the canals via a trapping system.

Parking Areas Associated with Commercial Buildings

Run-off to be disposed of to the canals via a trapping system.

28.0 **POLICY ON SEWAGE DISPOSAL - PEEL INLET MANAGEMENT AUTHORITY**

- a) All new residential areas to be deep sewered.
- b) All existing developments to be deep sewered as soon as feasible.
- c) We would not expect any lot greater than one hectare to be deep sewered for single residential development, however, it would be requested that where any such lot was adjacent or abutting any foreshore that the disposal of effluent be made as far away from the river as possible.

Other developments not conforming to this policy to be assessed on merit.

29.0 **POLICY ON DEVELOPMENTAL PROJECTS - PEEL INLET MANAGEMENT AUTHORITY**

If a development of which a licence is issued by this Authority is not commenced or completed within the period specified on the licence, application for renewal of the approval will be mandatory and if this renewal is granted, the Authority may reserve the right to vary conditions of the approval.

30.0 **POLICY ON RUBBISH DISPOSAL SITES ADJACENT TO THE PEEL/HARVEY WATERWAYS - PEEL INLET MANAGEMENT AUTHORITY**

The Authority has concern about leachates entering the waterways from rubbish disposal sites, therefore:

- a) The Authority is opposed to the dumping of rubbish* for the purpose of fill on sites adjacent to the waterways.
- b) No new rubbish disposal sites should be approved adjacent the waterways or to streams which feed into them.

* Builder's rubble will be permitted on approval from the Authority.

31.0 **POLICY ON SLIPPING FACILITIES (NEW INSTALLATIONS) PEEL INLET MANAGEMENT AUTHORITY**

When hardstanding areas are created for use for vessels removed from the water via a hoist, then an intercepting drain should be constructed so as to prevent material from the boat on the hardstanding washing back into the river.

The intercepting drain is to be covered with a mesh, which will pick up all of the larger pieces of material and the smaller particles will pass into a fine particle trap into a settling tank.

The settling tank will be constructed in such a way that it can be periodically cleaned out.

32.0 **DREDGING AND SPOIL DISPOSAL POLICY PEEL INLET MANAGEMENT AUTHORITY**

Dredging in the river* system should only be permitted in order to maintain existing navigation channels and boat harbours. Other dredging shall only be undertaken with the approval of the Authority on the advice of the Manager, Engineering, Department of Marine and Harbours.

Spoil from dredging shall be placed only in areas approved by the Authority.

Spoil from dredging should not be:

- Dumped in the river system.
- Used for the reclaiming of wetlands.
- Placed on a foreshore as a method of beach renourishment.

Unless it can be demonstrated to the satisfaction of the Authority that such spoil and its use will not be detrimental to the ecology or continued use of the river system**.

* The river system includes the foreshore areas.

** The river system includes the foreshore areas where dumping of spoil could have adverse effects in eventually finding its way back into the area of the river from which it was removed.

33.0 **LAND USE AND DEVELOPMENT POLICIES - PEEL INLET
MANAGEMENT AUTHORITY**

33.1 **Urban Development**

Further short term urban development should concentrate on the infilling of existing urban residential areas, constrained on the north and west of the estuaries and excluded from the east.

Discourage development on or filling of flood prone land. Any such development to consider Water Authority of Western Australia guidelines.

Small resort settlements especially those adjacent to the waterways, should be curtailed in size to their present developed boundaries, and further expansion,

- a) should be confined to infilling of remaining vacant lots.
- b) of chalets, caravan sites, etc, should only be permitted if adequately serviced by reticulation and effluent treatment.

33.2 **Rural Subdivisions**

Assess subdivision applications for rural residential zones on:

- a) Lots should be no smaller than 1.5 ha and should average 2 ha.
- b) Applications for such areas should include building envelopes and should define the land use proposed.
- c) The application should include the type and extent of clearing proposed.
- d) Disposal of waste water into these low density developments can be by means of septic tanks and leach drains. It should be ensured that location of septic tanks is as far away from the waterway as possible.

33.3 **Canal Developments**

On primary guidelines, the lower reaches of the Murray and Serpentine Rivers are not suitable for residential canal developments.

33.4 **Domestic Waste Disposal**

All new developments to follow the Policy for Sewage Disposal (Section 29.0).

Waste water from sewage treatment plants should not be disposed of by direct or indirect discharge into the estuary.

33.5 **Foreshore Reserves**

Waterways should be in public ownership.

Public land should encompass the essential environmental margins of the estuaries and the lower reaches of the rivers.

Foreshore reserves should be at least 50 metres wide, and wider where the preservation of the environmental margin requires. ~~(Generally a foreshore reserve of 30 metres from MHHW plus a road reserve is considered as equivalent to 50 metres).~~

Revegetation easements should be sought in the upper reaches of the rivers.

PART IV **LESCHENAULT INLET MANAGEMENT AUTHORITY POLICIES**

34.0 **RESIDENTIAL DEVELOPMENT POLICY - LESCHENAULT INLET MANAGEMENT AUTHORITY**

34.1 **General**

- a) LIMA is opposed to further private residential development on the eastern foreshore of the estuary between Buffalo Road (north end) and the Preston River (south end). Further residential development of the foreshore would conflict with the aims and objectives of the Waterways Conservation Act Section 24 (4) (a).

"In performing its functions the Commission shall have regard to -

The interests of navigation, fisheries, agriculture, water supply, recreation and leisure time occupation for the benefit of the public, the natural beauty and amenity of the area, and the preservation of the public right of access".

- b) LIMA believes there is scope for private development for recreational and tourist activities rather than private residential projects on prime foreshore areas.
- c) An alternative to private development would be the acquisition of remaining private foreshore areas by the appropriate Government Authority for future public use.

- d) In the area bounded by Buffalo Road, Scenic Drive and the Old Coast Road, all residential development other than the existing subdivision should be confined to the east of the escarpment and the foreshores should remain in existing rural use and for recreational or tourist activity.
- e) There should be no private residential development anywhere on the western foreshore of the estuary.
- f) Residential development on the foreshores of the Collie, Brunswick and Preston Rivers should not occur below the 100 year flood line.
- g) All rural residential subdivisions adjacent to the waterways should be deep sewerred to prevent the entry of leachates. The only exception to this is where the lot sizes are greater than one hectare.
- h) All stormwater runoff from residential subdivision should be suitably trapped.

34.2 **Residential Canal Development**

The waterway does not generally lend itself to this type of development. No sites within the Leschenault Inlet Management area are considered suitable. Should a development be proposed then the criteria for canal development as laid down in the Canal Steering Committee report should be strictly adhered to.

35.0 **BOATING POLICY LESCHENAULT INLET MANAGEMENT AUTHORITY**

35.1 **Boating Areas**

Boating should not be permitted in the northernmost three kilometres of the inlet. This consists of shallow mud flats with depths below half a metre and constitutes valuable feeding grounds for the fishery and is abundant in seagrass and macroalgal. It is also an important wildlife and bird sanctuary.

35.2 **Effluent Disposal from Boats**

All commercial craft - ferry's, houseboats or passenger carrying vessels should have sealed holding tanks for the collection of waste and suitable arrangements with Local Health Authorities for pumpout facilities.

35.3 **Boat Launching**

Boat launching in the waterway may only take place at approved launching sites.

- a) Approved boat launching ramps on the waterway occur at the following sites.

Leschenault Inlet

Stirling Street Ramp (south side)
Kommbana Boat Ramp (north side)

Collie River

Eaton Boat Ramp (east of bridge)
Shoalhaven Boat Ramp (west of bridge)
Elbow Boat Ramp (Eastwell Road)

Leschenault Estuary

Paris Road Boat Ramp

- b) There are six approved small boat launching areas in the estuary. Small boats are defined as hand carried or less than four metres.

1. Channel opposite SCM south of pipeline.
2. Channel at Christina Park south of toilet site.
3. Channel opposite lot 43 Old Coast Road.
4. Channel opposite Francis Street near memorial.
5. Channel near entrance to Scenic Drive.
6. Channel opposite Clifton Caravan Park.

36.0

DREDGING POLICY - LESCHENAULT INLET MANAGEMENT AUTHORITY

Dredging may only occur with the approval of the Authority. Approval is given under the following conditions:

- a) The maintenance of existing boat channels or navigation channels.
- b) To provide access to existing public jetties where silting has occurred.
- c) Dredging to develop a facility e.g. the extension of the rowing course, where the Authority is satisfied that such dredging will have no detrimental effect.
- d) Development dredging, boat harbours, marinas etc. This class of dredging may only take place after appropriate environmental assessment and impact study of such works and under strict terms and conditions laid down by the Authority. Those terms and conditions would include such matters as

spoil disposal, armouring and protection of the banks, ongoing maintenance, water quality monitoring and management responsibility.

37.0

**FORESHORE FIRE CONTROL POLICY - LESCHENAULT INLET
MANAGEMENT AUTHORITY**

Under the Waterways Commission Act, Section 35 (8), a management programme may include a working plan to be carried out for the improvement, development and maintenance of the waters and associated land, the prevention and control of fires, the public utilisation of the area, the study, care and restoration of the natural environment, the conservation of indigenous flora and fauna.

In consideration of the above, the preparation of a controlled burning programme should therefore be designed to:

- a) Minimise risk to sensitive foreshore vegetation.
- b) Minimise risk of banks erosion.
- c) Minimise risk of wildlife.
- d) Regular mowing of areas adjacent to the foreshore, where possible, to reduce the fire hazard behind the foreshore vegetation.
- e) Watering of mown verges adjoining main picnic areas.
- f) Control Burn A control burning programme be established by Local Authorities, in consultation with the Bush Fires Board, to reduce areas of potential hazard. A copy of the programme to be forwarded to Leschenault Inlet Management Authority for their information and comment.
- g) Regular inspections to assess the hazard and make recommendations for any variation to the programme.