



# Form 1 – Application for Approval of Development

Swan and Canning Rivers Management Act 2006 – Part 5 – section 72(1)

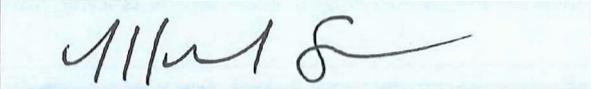
## 1. Applicant details

The applicant is the person with whom the department, on behalf of the Chief Executive Officer, will correspond, unless an authorised agent has been appointed to act on behalf of the applicant, in which case correspondence will be sent direct to the agent.

Name	Michael Sier		
Position (if applicable)	Managing Director		
Organisation (if applicable)	Pier 21 Marina Pty Ltd		
Contact person	Michael Sier		
Postal address	PO Box 190		
Town/Suburb	Fremantle	State	WA Postcode 6162
Telephone	Work	Mobile	0419865128
Email	michael.sier@pelagic.com.au		

I give authority for an agent (as identified at item No. 3) to act on my behalf during the assessment of the application  YES  NO

If 'YES', please provide Agent's details at item No. 3

Applicant signature		Date	24/10/2024
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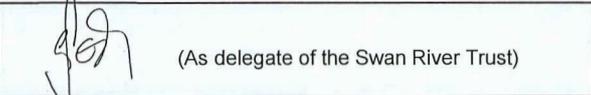
## 2. Landowner details

All owner(s) of the land must sign this application. Where land is owned by the Crown or has a management order granted to a local government or other agency, this application must be signed by the relevant landowner or management body as required under section 72(5)(a) of the Act. If there are more than two landowners, please provide the additional information and signature(s) on a separate page.

### Details of first landowner

Name	Swan River Trust		
Position (if applicable)	Manager Swan Canning Waterways Branch (as delegate of the Swan River Trust)		
Organisation (if applicable)	Department of Biodiversity, Conservation and Attractions		
Contact person	Greg Comiskey		
Postal address	17 Dick Perry Avenue		
Town/Suburb	Kensington	State	WA Postcode 6151

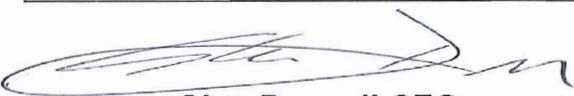
I consent to this application being made.

First landowner signature	 (As delegate of the Swan River Trust)	Date	6/11/2024
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### Details of second landowner (if applicable)

Name	Glen Dougall		
Position (if applicable)	Chief Executive Officer		
Organisation (if applicable)	City of Fremantle		
Contact person	Justin Lawrence		
Postal address	PO Box 807		
Town/Suburb	FREMANTLE	State	WA Postcode 6959

I consent to this application being made.

Second landowner signature	 Glen Dougall CEO	Date	4/11/24
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3. Authorised agent details (if applicable)

The applicant must sign the form and tick the authorisation under item No. 1 to provide authority for an appointed authorised agent to act on their behalf.

Details of authorised agent

Name, Position (if applicable), Company/agency (if applicable), ACN/ABN (if applicable), Postal address, Town/Suburb, State, Postcode, Telephone (Work, Mobile), Email, Authorised Agent signature, Date

4. Location of proposed development

Certificate of title information (Volume LR3151, Folio 547, Diagram/plan/deposit plan no. DP47450), Lot No.(s) Lot 300, Location Pier 21 Marina, Reserve No.(s) (if applicable), Street No.(s) and name 7 John Street, Town/Suburb North Fremantle, Nearest road intersection Corkhill Street and John Street

5. Details of proposed development

Please provide a written description of the proposed development (refer to the Development Application Guidelines for further details on what information to include in this section).

Estimated cost of development \$10,000,000, Current use of land The land is currently approved as a marina., Proposed development The proposal will maintain the current use of marina. The development application seeks approval to: 1) change lease boundary area, 2) demolition of existing structures, 3) construction of four riverbank crossings, 4) a public board walk with gates, 5) six jetties (including T-heads and finger jetties), 6) landscaping of the shoreline.

24 October 2024

Department of Biodiversity Conservation and Attractions (DBCA)  
17 Dick Perry Avenue  
Kensington WA 6151

Attention: Statutory Assessments Rivers & Estuaries Branch

### **Pier 21 Marina**

We are pleased to include our application for development of the Pier 21 Marina.

Its unique location creates a once in 50-year opportunity to develop a premium marina, which will benefit the Perth boating public and the surrounding community for the decades to come.

Our proposal will see an extremely high-quality floating pontoon marina with wave attenuation, a public boardwalk, improved vegetation and high aesthetic features.

It will be constructed to the highest quality and environmental standards possible.

The current facility is at the end of its life and is rapidly deteriorating.

We acquired the marina on 11 October 2024 with the intention of a complete replacement.

We estimate the project will cost approximately \$10m to remove the 7 existing jetties and rebuild with 6 new floating jetties and public boardwalk.

We are excited to be involved with the design and construction of this facility in collaboration with the Department of Biodiversity, Conservation and Attractions, the City of Fremantle, the indigenous elders and other stakeholders.

## **The Pelagic Group**

By way of introduction, we are the Pelagic Group – a West Australian owned diversified marine services business with interests in boat storage, marinas, marine construction and marine transportation.

We have previously developed The Boathouse, which is a 200 boat, fully enclosed dry boat storage facility in the Fremantle Fishing Boat Harbour. The Boathouse is WA's premier boat storage facility, both in its infrastructure and management.

A key part of our organisation is Jetty and Marine Constructions (JMC), who specialise in jetty and marina construction. JMC have been engaged to construct the proposed marina at Pier 21 which should be a straightforward construction project.

With our combined approximate \$35m of assets, our experience with boat storage and marinas, plus our jetty construction capabilities, we are ideally placed to complete this development.

We look forward to discussing with you how we may further improve it.

Yours sincerely,



Michael Sier  
Managing Director



Kent Cliffe  
Director

24 October 2024

Department of Biodiversity Conservation and Attractions (DBCA)  
17 Dick Perry Avenue  
Kensington WA 6151

Attention: Statutory Assessments Rivers & Estuaries Branch

## **Development Application – Pier 21 Marina (formerly John Street Marina)**

Boat Pens Pty Ltd (“the Applicant”) trading as Pier 21 Marina has recently acquired the River Reserve Lease and Heads of Agreement (“HOA”) for the Pier 21 Marina in North Fremantle.

This HOA allows for a further lease term with a condition that five of the six jetties (Jetty B to F) are replaced.

The jetties to be replaced were built between the 1960s and 1980s and have exceeded their useful life.

The following submission sets out the details of the site, background, proposed redevelopment and planning considerations. **Attachment 1** is the proposed site plan of the development application.

### **1. SITE DETAILS**

#### **1.1 Legal description**

The subject site comprises two river reserve leases. The proposed development is within the Swan Canning development control area.

John Street Marina (or “Pier 21 Marina” or “Jetty B, C, D, E, F & G”)

Part of the subject site is described as a leasehold interest, which commenced on 16 April 2006, in part of the River Reserve at North Fremantle, which has a riverbed area of approximately 27,500m<sup>2</sup>

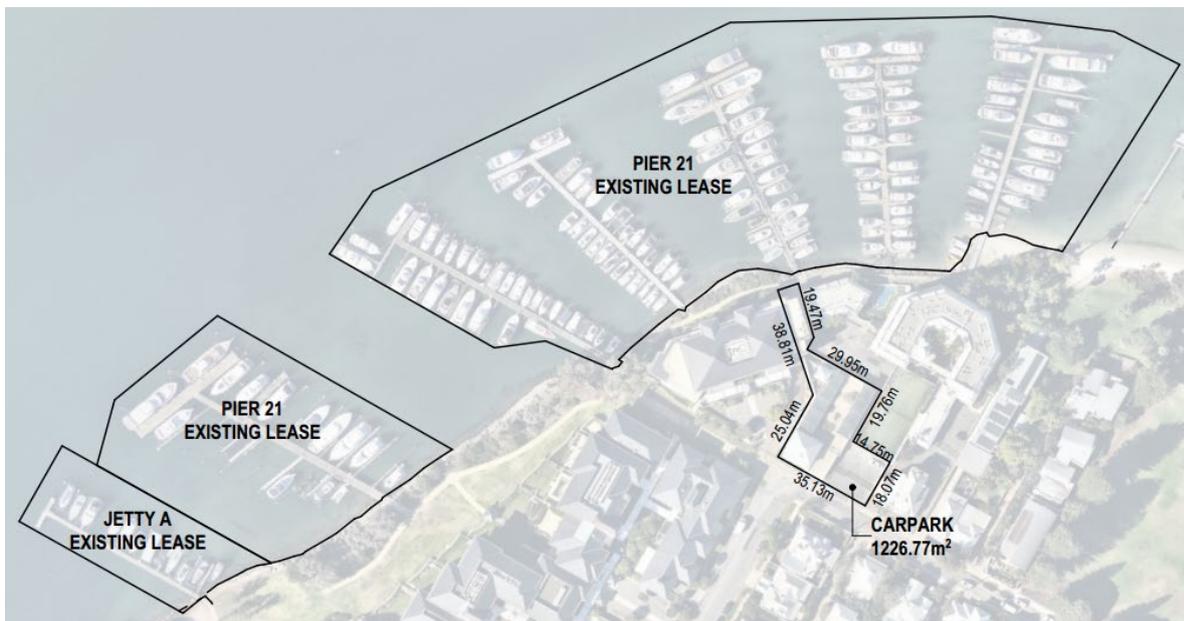
### Jetty Portside (or Jetty A)

Part of the subject site is described as a leasehold interest, which commenced on 14 April 2004, part of the riverbed at North Fremantle having a riverbed area of approximately 2,240m<sup>2</sup>. [We have an agreement to acquire this lease to allow the development contemplated and the public benefits associated herein].

### Moorings Marina Carpark (or Marina Office)

Part of the subject site is described as the whole of Lot 51 on Strata Plan 39106, known as Lot 51, 3 John Street, North Fremantle. The Applicant holds a leasehold tenure by a current lease dated 23 March 2007 and a future lease commencing 16 April 2027 and extending, with option, to 15 April 2069.

The lease boundaries are depicted in **Figure 1** below.



**Figure 1** - Current lease area boundaries.

## **1.2 Site context**

The subject site is in the Swan River Trust Development Control Area (DCA) and adjoins the City of Fremantle (City) in the suburb of North Fremantle.

The locality around the subject site is varying as set out below:

- North - Portside Park and the Water Police;
- East - Swan River navigational channel;
- South - Gilbert Fraser Reserve; and
- West - Public parkland and residential zoning.

The nearest intersection is Corkhill Street and 3 John Street, North Fremantle. The subject site's River Reserve Lease does not access a gazetted road or include any area above the high-water mark.

**Attachment 2** is the topographical information on the site's location.

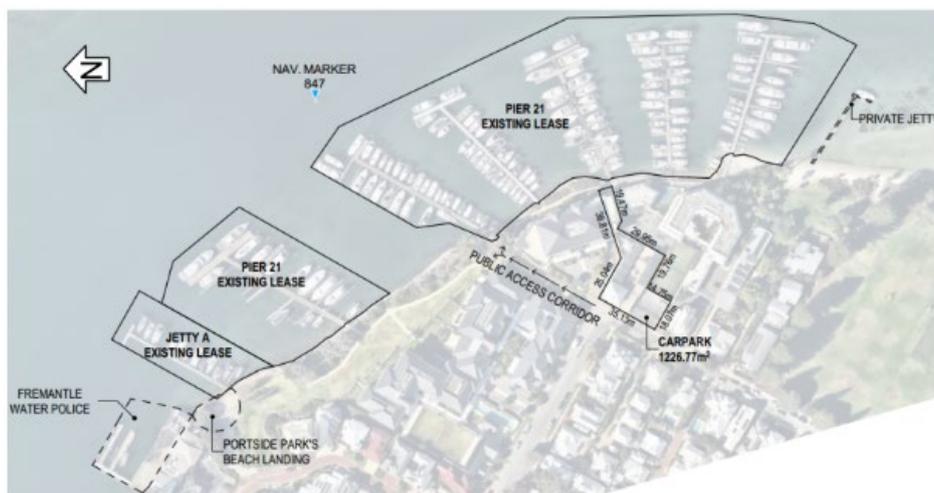
### 1.3 Land Use and Topography

The current improvements include seven jetties, seven riverbank crossings and 192 pen berths. The table below summarises the current improvements.

Jetty (Lease)	Length (approx. lineal metres)	Total Berths
A (Jetty Portside)	144	16
B (Pier 21 Marina)	388	21
C (Pier 21 Marina)	371	33
D (Pier 21 Marina)	338	34
E (Pier 21 Marina)	358	27
F (Pier 21 Marina)	327	30
G (Pier 21 Marina)	399	31
Total	2,325	192

The site has some topographic constraints shown below (refer to **Figure 2**):

- The Water Police lease constrains the lease boundary to the North
- City of Fremantle’s North Fremantle Foreshore Management Plan (2013) designates Portside Park as a public open space in the locality
- The Department of Transport navigational marker (Nav. Marker 847) indicates the Swan River navigational channel to the West
- A public access corridor is located between Jetty B and Jetty C
- A private jetty licence is located to the South



**Figure 2:** Topographic constraints and location details.

## **2. BACKGROUND**

The subject site was historically a shipyard and underwent a change of use and redevelopment in 2002. The current land use is as a marina.

Based on historical imagery, the estimated construction dates of the various jetty structures is outlined below:

- Jetty A - 1989
- Jetty B - 1965 and T head extended in 1989
- Jetty C - 1981
- Jetty D - 1970
- Jetty E - 1989
- Jetty F - 1977
- Jetty G – 2010 refurbishment

With the exception of Jetty G, the jetty structures exceed their useful lives and require unsustainable maintenance to maintain operational use.

On 1 December 2022, a Heads of Agreement (HOA) was granted by the DBCA to provide for a new lease to be granted over the river reserve area. This HOA has been assigned to the Applicant.

The HOA requires the replacement of five of the six jetties at a minimum construction value of \$4 million.

The HOA intends but does not obligate, that Jetty G is the sole jetty that can be retained.

Shown as **Attachment 1** is the site plan of the proposed development.

The applicant has entered into an agreement with the owners of Jetty A to acquire their river reserve lease interest of Jetty Portside, informally known as Jetty A.

Therefore, Jetty Portside (Jetty A) forms part of the subject site for this development application.

The Marina Car Park is incorporated into the subject site as a marina office and 48-bay car park by way of a development approval dated 5 March 2002. The total term of the current and future lease, including options, is until 15 April 2069.

### **3. PROPOSED DEVELOPMENT**

This development application considers the long tenure and entire locality of the area around Jetty A and the Pier 21 Marina.

This proposal includes;

- rationalising 3 x river reserve lease area boundaries into a single lease
- removing seven jetties and replacing them with six jetties
- removal of three redundant riverbank crossings and rehabilitation of shoreline vegetation
- introducing a public use boardwalk connecting Portside Park to Gilbert Fraser Reserve

#### **3.1 Rationalisation of river reserve lease boundaries**

The current river reserve lease boundaries consist of three separate lease areas.

The total current river reserve lease area is 29,739m<sup>2</sup>, comprising Jetty Portside's riverbed lease area of 2,239m<sup>2</sup> and the existing Pier 21 Marina riverbed area of 27,500m<sup>2</sup>. The proposal rationalises the three separate areas into a single lease of 35,223m<sup>2</sup> by incorporating 3,811m<sup>2</sup> of river between current jetties B and C.

Section 4.1 covers planning considerations to changes of the river reserve lease boundaries. **Attachment 3** is the proposed lease boundary variation plan. **Attachment 4** has been provided to the Department of Transport to contemplate navigational amenity of the proposed lease changes.

#### **3.2 Introduction of public use boardwalk**

A 280-meter public boardwalk is proposed to run parallel to the shoreline and connect Portside Park to Gilbert Fraser Reserve. It will be 2.5 meters wide to allow for universal access and introduce public seating benches, as depicted in **Figure 3** below.

The public will have access to this boardwalk at all hours of the day.



**Figure 3** - Example of a bench seat on a floating pontoon.

### **3.3 Removal of seven jetties and replacing them with six jetties**

In addition to the public use boardwalk, the proposed structures include:

- 6 x floating jetties, each being approximately 2.5m wide
- 4 x access ways to the jetties
- 6 x T heads for wave attenuation (approximately 4m wide)
- 73 full-length fingers
- Eventual replacement of Jetty G with similar floating jetty
- Sliding access doors to each jetty controlled by fob access

The proposed number of vessels and lengths to be berthed is outlined in the table below. The total number of current berths is presently 192 (including Jetty A) and this will reduce to 176

Berth size	Berth amount
24m	11
20m	2
18m	28
15m	96
12m	20
10m	2
8m	1
Jet ski dock	16
<b>Totals</b>	<b>176</b>

The configuration above has been selected to closely reflect the current and future demand for vessels.

The jetties are to be constructed using concrete floating pontoons secured by steel piles with HDPE sleeves, as shown in **Figure 4** below. The ends of the jetties will have a T-Heads of approximately 4m width for wave attenuation. There will be 73 full-length floating concrete fingers between the vessels, as shown in **Figure 5**.



**Figure 4** - Floating concrete pontoons



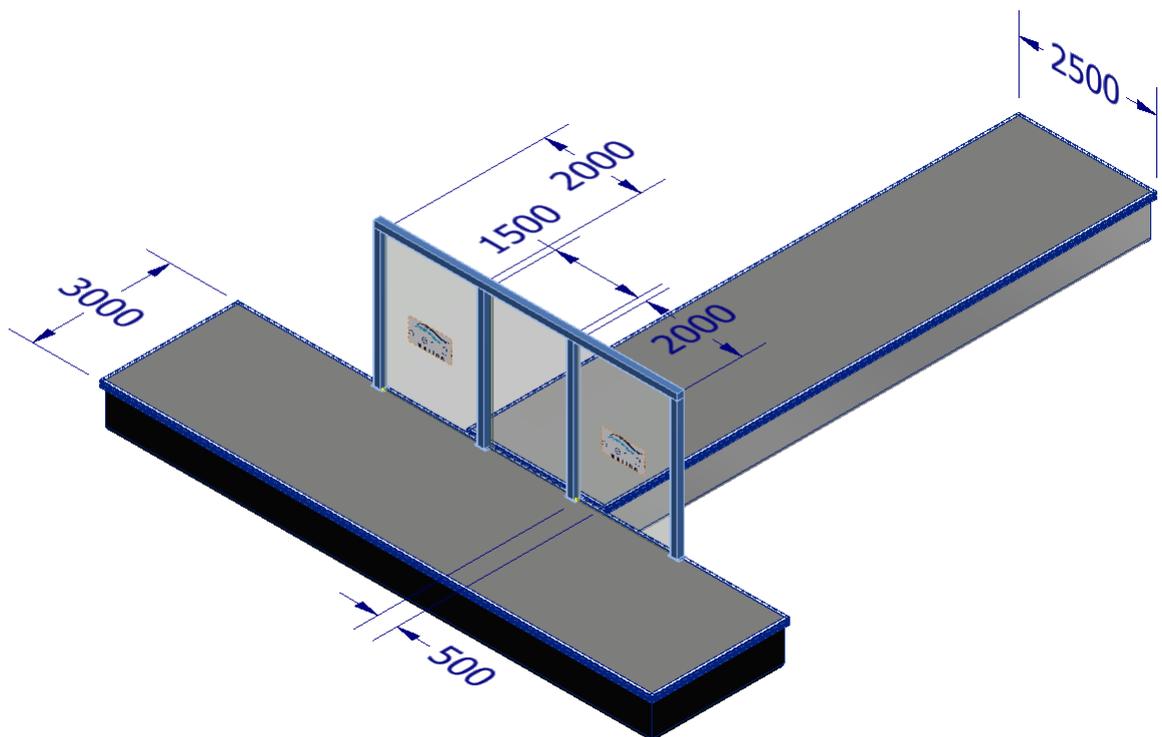
**Figure 5** – Typical fingers

It is proposed that access to each of the jetties will be via sliding glass access doors. This will be controlled by fob access for the marina users. The material selection is permeable glass with minimalist supporting frames.

The boardwalk will be open at all times for public access.

An example of minimalist glass security gates is shown in Figure 6 below. These will be at the base of each jetty but will be smaller than the example shown below.

Section 4.2 covers planning justification to incorporate the gates in the proposed development.



**Figure 6** – Example of glass gates at the start of each jetty

### 3.4 Rehabilitation of shoreline vegetation

The redundant concrete landings of the existing marina access points are proposed to be landscaped sympathetic to the adjoining softscape/hardscape.

Redundant gangway	Immediate Locality	Proposed Landscape
Jetty A	Rock wall, amphitheatre, path and beach. Known as Portside Park.	Removal of jetty landing. Reinstatement of rock wall.
Jetty B	Rock wall and shoreline vegetation	Removal of jetty landing and pathway. Reinstatement of shoreline vegetation.
Jetty D	Rock wall and shoreline vegetation	Removal of jetty landing and pathway. Reinstatement of shoreline vegetation.
Jetty F	Rock wall and shoreline vegetation	Removal of jetty landing and pathway. Reinstatement of shoreline vegetation.
Jetty G (future)	Sandy beach	Removal of jetty landing. Maintain a sandy beach.

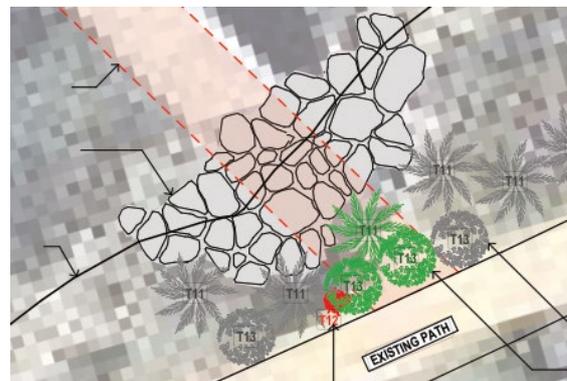
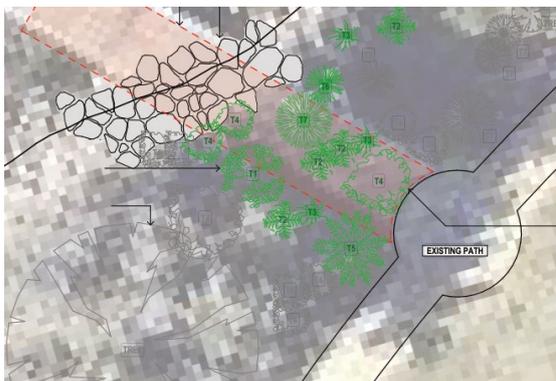
**Figure 7** shows that Jetty B and Jetty D's riverbank crossings bisect the shoreline vegetation and the proposed landscape plan. The proposal seeks to remove these crossings and reinstate back to shoreline vegetation.



**Figure 7** – Jetty B site photo



**Figure 7** - Jetty D site photo



#### 4. **PLANNING CONSIDERATIONS**

##### 4.1 **Rationalisation of river reserve lease area**

The proposal increases the river reserve lease area from 29,739m<sup>2</sup> to 35,223m<sup>2</sup> as proposed in **Attachment 2**. However, of this latter area, 3,161m<sup>2</sup> is for the public boardwalk or is not useable, meaning the exclusive useable area is 32,062m<sup>2</sup>.

The current effective use area is 33,550m<sup>2</sup>, meaning the effective useable area of the lease is reducing by 1,488m<sup>2</sup> or 4.4%.

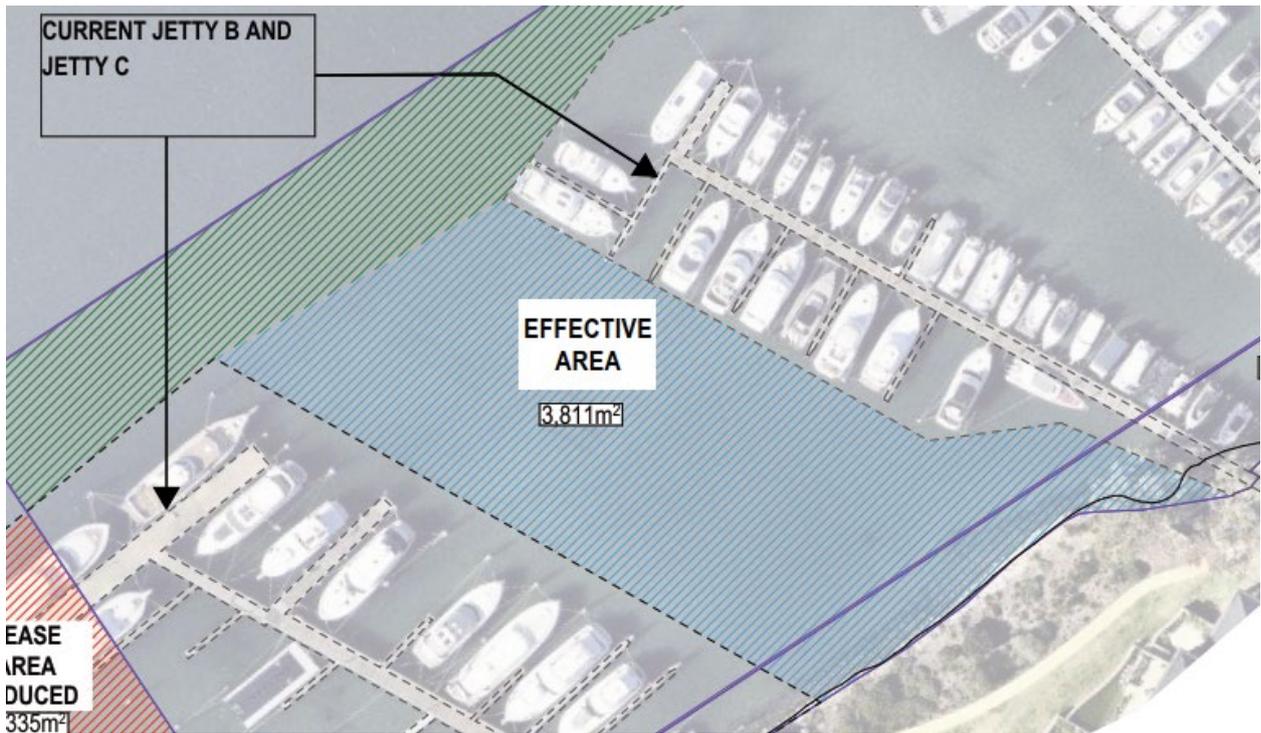
The effective area comprises 29,739m<sup>2</sup> of the lease area, as mentioned above, and a fairway corridor of 3,811m<sup>2</sup> between Jetty B and Jetty C.

The fairway corridor (shown in Figure 8 below, hatched in blue) is not currently part of the lease area boundaries but forms part of the effective area presently used. Access from the shoreline is prohibited due to a vegetative screen and rock wall

A table summarising the lease area changes are shown below.

<b>Initial Area</b>	<b>Area (m<sup>2</sup>)</b>
Pier 21 Marina lease area	27,500
Jetty A Portside lease area	2,239
Effective use area shown in Figure 8	3,811
<b>Total current effective area</b>	<b>33,550</b>

<b>Proposed Area Variations</b>	<b>Area (m<sup>2</sup>)</b>
MNG survey revision to lease area	26
Eastern boundary extension into deeper water	6,341
Jetty Portside (Jetty A) lease area reduction	-2,239
Pier 21 Marina north boundary reduction	-1,335
Pier 21 Marina southern boundary reduction	-1,120
<b>Total proposed area</b>	<b>35,223</b>
<b>Net Change</b>	<b>1,673</b>



**Figure 8** - Effective use area hatched in blue

The northern lease boundary is proposed to be reduced by removing Jetty A's lease area of 2,239m<sup>2</sup> and reducing part of the current John Street Marina lease area by 1,335m<sup>2</sup>. John Street Marina's southern boundary will be reduced by 1,120m<sup>2</sup>.

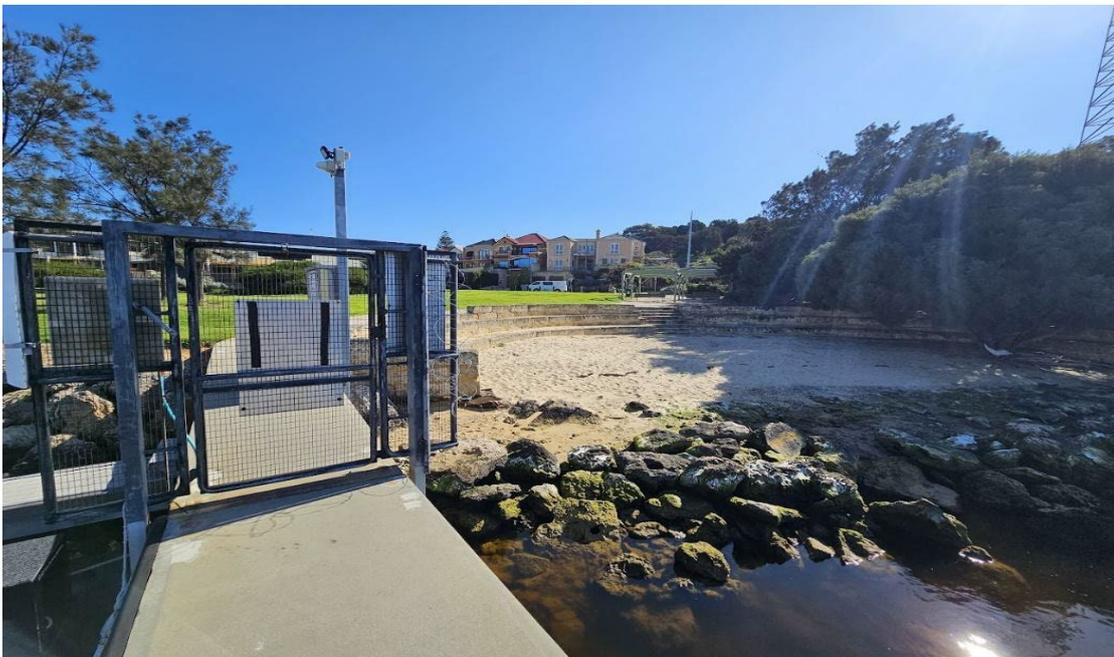
The eastern lease boundary area will extend into deeper water by 6,341m<sup>2</sup>. The Department of Transport has been consulted for navigational comment prior to lodging this development application.

When contemplating the current effective area, the application seeks a minor increase in lease area (inclusive of the public boardwalk and non-useable area) of 1,673m<sup>2</sup> (4.99%). This increase in area is justifiable as follows:

- The 280m public boardwalk connecting Portside Park to Gilbert Fraser Reserve has multiple benefits in-line with State Planning Policy 2.10, including;
  - Improvement to public access to the river foreshore
  - Enhanced views to the water and connection to the river given the current landside path has a vegetative screen that prohibits sightlines to the river
- The boardwalk increases natural vegetation corridors parallel to the shoreline by reducing riverbank crossings.
- Enhanced public access to the river by reducing the linear distance of the foreshore area occupied. The foreshore from the most northern point of the lease boundary (Jetty A) to the most southern point (Jetty G) is reduced by approximately 40 lineal metres. The proposal reduces the

most north lease datum to the southern lease datum by approximately 66 lineal metres as the current lease boundaries splay wider into the river.

- The boardwalk increases the lease area by 3,161m<sup>2</sup> (the distance from the high-water mark to the boardwalk). The applicant proposes to maintain and upkeep this area in a way that is consistent with their proposed lease area. On an effective area basis, the total proposed area would be reduced by 1,488m<sup>2</sup> less than the total current effective area.
- Consolidating the lease area boundaries and removing Jetty Portside (Jetty A) improves Portside Park's sense of place. The proposal enhances public access to the foreshore beach. Allowing a suitable place for connection to the river (i.e. canoe entry). **Figure 9** shows Jetty A currently encroaching on Portside Park's beach.
- The Marina Design Standards (AS 3962-2020) have increased some design requirements requiring an increase in the overall area needed for the marina.



**Figure 9** - photo of Jetty A in a western direct to Portside Park

## 4.2 Access

The proposal incorporates sliding access doors at the base of each jetty. The public boardwalk will be open at all times.

The sliding access doors are justified as follows:

- The Pier 21 Marina is the only marina facility inconsistent with the precedent of controlled access. The Applicant has reviewed 42 jetties in the Blackwall Reach and Melville Water precinct. All other marina facilities have controlled access via pedestrian or vehicular gates.

- The Applicant is required to adhere to various negative covenants within the river reserve Lease and jetty licence (i.e. nuisance, residing, touting, animals, etc.) In addition to these lease obligations, there have been consistent reports of anti-social behaviour, including theft and property damage. Controlled access ensures that the marina manager can supervise these obligations, minimise disruption and protect property.

### **4.3 Parking**

The Pier 21 Marina currently has 176 berths supported by 48 car bays.

Jetty Portside (Jetty A) has 16 berths supported by nil car bays.

The proposal seeks to maintain 176 berths supported by 48 car bays.

The City of Fremantle does not have a designated parking allocation for a marina use. The Marina Design Standards (AS 3962-2020) designates 0.25 bays per wet berth and 0.25 per employee which is a total requirement of 46 car bays, rounded up.

Therefore, the proposed development will have 2 more car bays than required by Australian Standards.

### **4.4 Development Approval Term**

We respectfully request the standard term of substantial commencement being varied from two years to three years. This request is justifiable as follows:

- The works are to be staged to allow for many of the vessels to be retained on site during construction. The scheduling indicates Jetty F/G's substantial commencement will extend past the two-year substantial commencement period.
- The HOA contemplates five of the six jetties to be replaced and practically completed by 15 April 2027. Jetty A – E are required to have substantial commencement prior to practical completion. This leaves only Jetty F/G to be substantially commenced in the period being 15 April 2027 to three years from the development approval being granted.
- A term of three years for substantial commencement is not inconsistent with planning approvals granted for significant development from other statutory bodies.

## **5. CONCLUSION**

This application represents a once in 50 year opportunity to create a high quality marina with substantial public amenity and aesthetic.

The proposed redevelopment of the Pier 21 Marina seeks minor modifications to convert the effective area into the proposed lease boundaries.

In particular, the proposal introduces a public boardwalk connecting Portside Park to Gilbert Fraser Reserve and removes Jetty A's encroachment on Portside Park.

The rationalisation of lease boundaries and public boardwalk complements public access, use and experience of the Swan River, which is consistent with State Planning Policy 2.10.

We respectfully request an invitation to any committee or meeting of the Department of Biodiversity, Conservation and Attractions, the City of Fremantle or the Western Australian Planning Commission at which this matter is considered.

Should you have any queries or require further clarification regarding this proposal, please do not hesitate to contact us.

Yours sincerely,



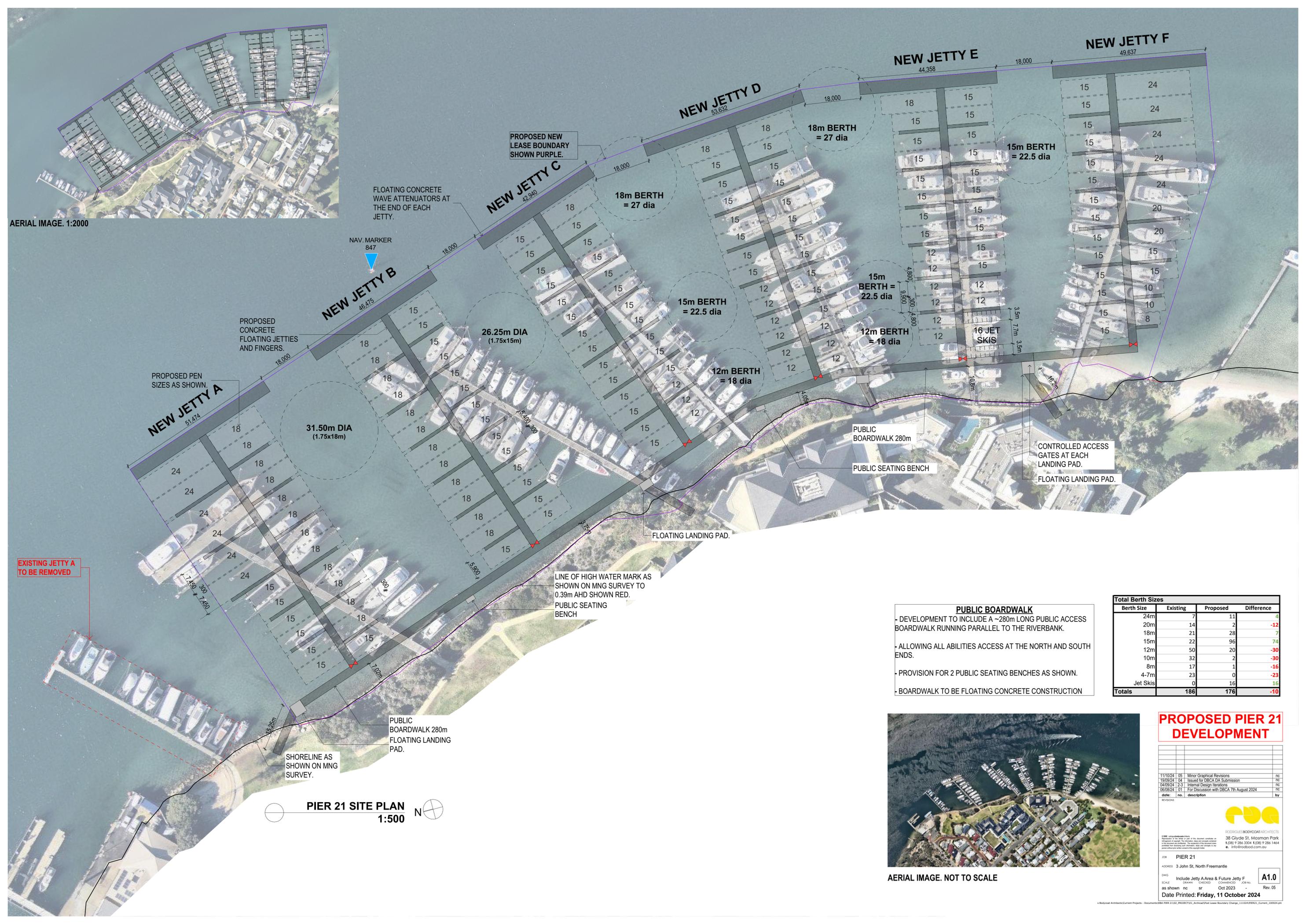
Michael Sier  
Managing Director



Kent Cliffe  
Director

### **Attachments**

1. Proposed Pier 21 Site Plan
2. Pier 21 Redevelopment – Topographical Info
3. Pier 21 Redevelopment – Lease Area Variation
4. Pier 21 Redevelopment – River Navigation
5. Pier 21 Redevelopment – Landscape Planting Layout Plan
6. Electronic CAD Shape File (showing current and proposed lease boundaries)



AERIAL IMAGE. 1:2000

EXISTING JETTY A TO BE REMOVED

PIER 21 SITE PLAN  
1:500

NEW JETTY E 44,358  
NEW JETTY F 49,637

NEW JETTY D 53,632

NEW JETTY C 42,940

NEW JETTY B 46,475

NEW JETTY A 51,474

PROPOSED NEW LEASE BOUNDARY SHOWN PURPLE.

FLOATING CONCRETE WAVE ATTENUATORS AT THE END OF EACH JETTY.

PROPOSED CONCRETE FLOATING JETTIES AND FINGERS.

PROPOSED PEN SIZES AS SHOWN.

NAV. MARKER 847

26.25m DIA (1.75x15m)

31.50m DIA (1.75x18m)

18m BERTH = 27 dia

15m BERTH = 22.5 dia

12m BERTH = 18 dia

18m BERTH = 27 dia

15m BERTH = 22.5 dia

12m BERTH = 18 dia

15m BERTH = 22.5 dia

PUBLIC BOARDWALK 280m

PUBLIC SEATING BENCH

CONTROLLED ACCESS GATES AT EACH LANDING PAD.  
FLOATING LANDING PAD.

FLOATING LANDING PAD.

LINE OF HIGH WATER MARK AS SHOWN ON MNG SURVEY TO 0.39m AHD SHOWN RED.  
PUBLIC SEATING BENCH

PUBLIC BOARDWALK 280m  
FLOATING LANDING PAD.

SHORELINE AS SHOWN ON MNG SURVEY.

**PUBLIC BOARDWALK**  
- DEVELOPMENT TO INCLUDE A ~280m LONG PUBLIC ACCESS BOARDWALK RUNNING PARALLEL TO THE RIVERBANK.  
- ALLOWING ALL ABILITIES ACCESS AT THE NORTH AND SOUTH ENDS.  
- PROVISION FOR 2 PUBLIC SEATING BENCHES AS SHOWN.  
- BOARDWALK TO BE FLOATING CONCRETE CONSTRUCTION

Total Berth Sizes			
Berth Size	Existing	Proposed	Difference
24m	7	11	4
20m	14	2	-12
18m	21	28	7
15m	22	96	74
12m	50	20	-30
10m	32	2	-30
8m	17	1	-16
4-7m	23	0	-23
Jet Skis	0	16	16
<b>Totals</b>	<b>186</b>	<b>176</b>	<b>-10</b>



AERIAL IMAGE. NOT TO SCALE

**PROPOSED PIER 21 DEVELOPMENT**

date:	no.	description	by
11/10/24	05	Minor Graphical Revisions	nc
15/09/24	04	Issued for DBCA DA Submission	nc
04/09/24	2-3	Internal Design Iterations	nc
06/08/24	01	For Discussion with DBCA 7th August 2024	nc

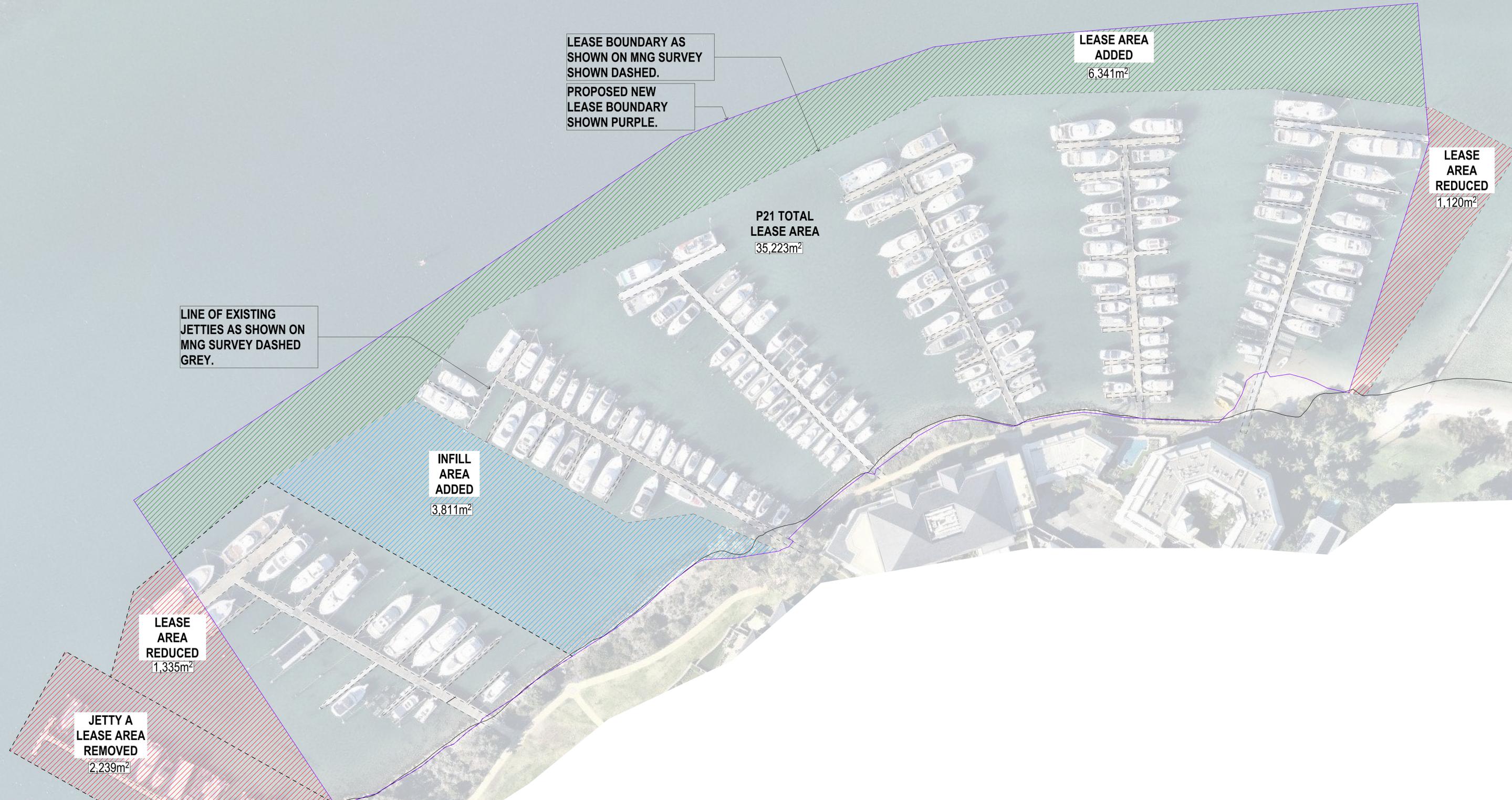
**RODOLFO BODDY & ASSOCIATES**  
38 Glyde St, Mosman Park  
1 (08) 9 286 3304 1 (08) 9 286 1464  
info@rodod.com.au

JOB: PIER 21  
ADDRESS: 3 John St, North Fremantle

DWG: Include Jetty A Area & Future Jetty F  
SCALE: as shown  
DATE: 11 October 2024

**A1.0**  
Rev. 05





LINE OF EXISTING  
JETTIES AS SHOWN ON  
MNG SURVEY DASHED  
GREY.

LEASE BOUNDARY AS  
SHOWN ON MNG SURVEY  
SHOWN DASHED.  
PROPOSED NEW  
LEASE BOUNDARY  
SHOWN PURPLE.

LEASE AREA  
ADDED  
6,341m<sup>2</sup>

LEASE  
AREA  
REDUCED  
1,120m<sup>2</sup>

P21 TOTAL  
LEASE AREA  
35,223m<sup>2</sup>

INFILL  
AREA  
ADDED  
3,811m<sup>2</sup>

LEASE  
AREA  
REDUCED  
1,335m<sup>2</sup>

JETTY A  
LEASE AREA  
REMOVED  
2,239m<sup>2</sup>

PIER 21 LEASE VARIATION PLAN  
1:500



Initial Areas	Area (m <sup>2</sup> )	Variation %
Initial Pier 21 lease area (per lease agreement) assigned to Boat Pens Pty Ltd	27,500	
Initial Jetty A lease area (per lease agreement) assigned to Boat Pens Pty Ltd	2,239	
Add infill area shown which is effectively exclusive use	3,811	
<b>Total Effective Commencing Lease Area</b>	<b>33,550</b>	

Area Variations	Area (m <sup>2</sup> )	Variation %
Existing P21 lease area variation measured with new MNG survey	26	
Plus new lease area extension into Swan River	6,341	
Area removed south of Jetty G	-1,120	
Area removed north of Jetty A	-1,335	
Jetty A area demolished/removed	-2,239	
<b>Net Variation</b>	<b>1,673</b>	<b>5%</b>
<b>Total Pier 21 Lease Area Requested</b>	<b>35,223</b>	<b>5%</b>



AERIAL IMAGE. NOT TO SCALE

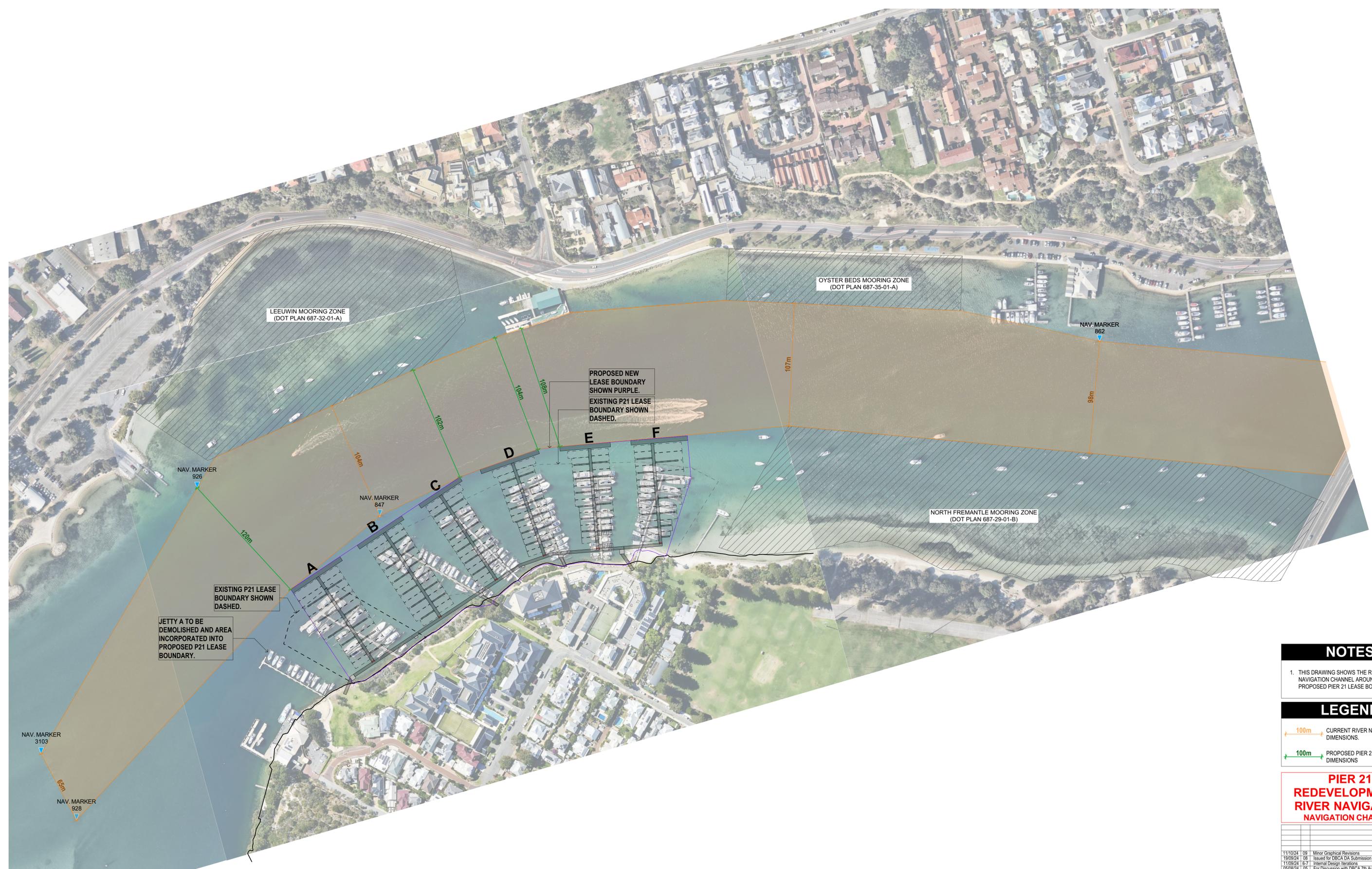
**PIER 21  
REDEVELOPMENT  
LEASE AREA VARIATION**

date	no.	description	by
11/10/24	05	Minor Graphical Revisions	nc
15/09/24	04	Issued for DBCA DA Submission	nc
10/09/24	2-3	Internal Design Iterations	nc
13/08/24	01	Issued for Information	nc



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JOB PIER 21  
ADDRESS 3 John St, North Fremantle  
DWG PIER 21 REDEVELOPMENT: LEASE AREA VARIATION  
SCALE AS SHOWN  
DATE PRINTED: Friday, 11 October 2024  
A1.5  
Rev. 05



PIER 21 REDEVELOPMENT - RIVER NAVIGATION CONSIDERATIONS  
1:1500

**NOTES**

1. THIS DRAWING SHOWS THE RIVER NAVIGATION CHANNEL AROUND THE PROPOSED PIER 21 LEASE BOUNDARY.

**LEGEND**

- 100m CURRENT RIVER NAVIGATION DIMENSIONS.
- 100m PROPOSED PIER 21 NAVIGATION DIMENSIONS.

**PIER 21 REDEVELOPMENT - RIVER NAVIGATION NAVIGATION CHANNEL**

date	no.	description	by
11/10/24	08	Minor Graphical Revisions	nc
19/09/24	08	Issued for DBCA DA Submission	nc
11/08/24	6-7	Internal Design Iterations	nc
08/08/24	05	For Discussion with DBCA 7th August 2024	nc
22/07/24	1-4	Internal Design Iterations	nc

  
**RBDG**  
 RODRIGUES BODDY & CO ARCHITECTS  
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 11081 9 286 3304 11081 9 286 1464  
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JOB		PIER 21	
ADDRESS		3 John St, North Fremantle	
DWG	Pier 21 Redevelopment - River Navigation		<b>A1.2</b>
SCALE	Sheet 2: Navigation Channel		
DATE	CHECKED	DATE	JOB NO.
as shown	nc	sr	Oct 2023
DATE PRINTED	Friday, 11 October 2024		REV. 09





Mon Feb 5 2024

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nearmap

