

**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	Mario G FRANCO		
Position (if applicable)			
Organisation (if applicable)			
Contact person	Michael Franco		
Postal address	Level 9, 40 The Esplanade		
Town/Suburb	Perth	State	WA
		Postcode	6000
Telephone	Work	Perth	Mobile
Email			

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

DocuSigned by:

7DC330F14AFD46D...

Date 12-Aug-2026

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		
Organisation (if applicable)	Department of Biodiversity, Conservation and Attractions		
Contact person	Glen McLeod-Thorpe		
Postal address	17 Dick Perry Ave		
Town/Suburb	Kensington	State	WA
		Postcode	6151

I consent to this application being made.

First landowner signature

Date 9/09/2026

Details of second landowner (if applicable)

Name			
Position (if applicable)			
Organisation (if applicable)			
Contact person			
Postal address			
Town/Suburb		State	
		Postcode	

I consent to this application being made.

Second landowner
signature

Date

**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	Joe Algeri		
Position (if applicable)	Director		
Company/agency (if applicable)	Altus Planning		
ACN/ABN (if applicable)	29 125 345 397		
Postal address	68 Canning Highway		
Town/Suburb	South Perth	State	WA Postcode 6151
Telephone	Work 9474 1449	Mobile	
Email			
Authorised Agent signature			Date

4. Location of proposed development

Certificate of title information	Volume	Folio
	Diagram/plan/deposit plan no.	
Lot No.(s)		
Location	River reserve - Lot 300 on Plan 47450 (Reserve 48325)	
Reserve No.(s) (if applicable)		
Street No.(s) and name		
Town/Suburb		
Nearest road intersection		

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	\$ 58,000
Current use of land	Private Jetty
Proposed development	See attached documentation.



Enquiries: Planning Services on 9273 3500
Our Reference: DA26-116295

17 August 2026

Swan Canning Waterways Branch
Department of Biodiversity Conservation and Attractions
17 Dick Perry Ave
KENSINGTON WA 6151
rivers.planning@dbca.wa.gov.au

Dear Sir / Madam,

**Property Address: Jetty No. 1388 adjacent to 38 (Lot 51) Jutland Parade,
Dalkeith (Swan Canning Development Control Area)
Proposal: Floating Dock Infrastructure Addition to Existing Jetty**

The City has received a development application, proposing the above development at the above address.

The site is located on land which is wholly within the Development Control Area as defined in the *Swan and Canning Rivers Management Act 2006* (Act). Accordingly, the application is hereby forwarded to the Chief Executive Officer of the Department in accordance with Section 77(6) of the Act, with the required information enclosed.

Should you have any queries regarding the above, please do not hesitate to contact Planning Services at planning@nedlands.wa.gov.au or on 9273 3500.

Yours faithfully



pprovals



Planning Justification Report

**Proposed Floating Dock Infrastructure
Lot 51 (No. 38) Jutland Parade, Dalkeith 6009**

August 2026

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Prepared for:

Mario Franco

Prepared by:

Altus Planning

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Document Version Control

Ver.	Date	Description	Author	Approved
1	6/8/26	Initial Client Draft	EV/JA	JA
2	13/8/26	Lodgement Version	EV/JA	JA

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1.0 Background

This report has been prepared by Altus Planning on behalf Mario Franco (the **Applicant**) to seek approval under Part 5 of the Swan and Canning Rivers Management Act 2006, for the installation of floating boat lift (**development** or **proposal**) attached to an existing licensed private jetty (No. 1388) at Lot 51 (No. 38) Jutland Parade, Dalkeith (**subject site** or **site**).

The Licence Agreement for Jetty No. 1388 was granted in 2006 under Section 7 of the Jetties Act 1926 (See **Attachment 2**) and permits the continued use and maintenance of the jetty within the river reserve managed by the Department of Biodiversity, Conservation and Attractions (DBCA) on behalf of the Swan River Trust.

A previous Form 7 – Application for Permit was lodged in February 2024, however the application was refused by the DBCA in May 2024 as it was considered an expansion of the existing footprint and thus inconsistent with the DBCA and Swan River Trust Corporate Policy 44 – Planning for Jetties in the Swan Canning Development Control Area. During subsequent discussions with the DBCA and SRT it was advised that a Development Application under Part 5 of the Swan and Canning Rivers Management Act 2006 would be the appropriate pathway for reconsideration of the proposal.

The following are included with this application:

- Certificate of Title (**Attachment 1**)
- 2006 Jetty Licence (**Attachment 2**)
- Site Plans (**Attachment 3**)
- Supplier Specifications Sheet (**Attachment 4**)
- Bracket Specifications Sheet (**Attachment 5**)

2.0 Site Description

The existing Jetty No. 1388 was licensed to the Applicant in 2006 and allowed for them to refurbish the historic existing timber jetty which was in a poor condition and partially demolished. The new Jetty is 25 meters in length, 1.8 meters in width along the walkway

and 6.1 meters wide along the head of the jetty. It is adjacent to a 238 m² boat shed which was approved in a separate development application in 2015.

An aerial impact of the site and its immediate surrounds with cadastral overlay is provided in Figure 1.



Figure 1: Aerial/cadastral of subject site and surrounds (Source: PlanWA)

3.0 Proposal

The Applicant seeks approval to install two (2) modular floating docks, also known as floating boat lifts or dry docks, to the existing jetty. The proposal consists of the following:

Eastern dock

- Two (2) Dual Floating Docks measuring 3.5 x 6.5 meters.

Western dock

- One (1) Floating Marine Dock measuring 4 x 10 meters

The eastern dock will accommodate up to four (4) personal watercrafts (PWC) while the southern dock will accommodate a one (1) vessel. Overall, the proposal will comprise of 62.7m² in total, with 25.8m² extending beyond the existing jetty head. The proposed site plans are provided at **Attachment 3**.

Importantly, the installation works are minor and do not require excavation, dredging or disturbance of the riverbed. The floating docks will be ancillary to the existing jetty and secured via sliding brackets mounted to the side of the jetty itself. Installation will occur entirely on water, with the floating structures towed to the site. Product specifications and a detailed concept plan by the supplier Float Marine Solutions, are provided in **Attachment 4**; bracket details at **Attachment 5**.

The proposed floating dock system will improve safety and stability when boarding and disembarking from vessels affected by the fluctuating tides and vessel wake. The site is located within a narrowing section of the Swan River between Point Resolution and Point Walter, where daytime vessel speeds of up to 10 knots and regular recreational and tourist vessel traffic regularly generate wake. The proposal will therefore improve usability and reduce the potential for damage to vessels and the existing jetty.

The floating dock system will stabilise vessels during mooring and independently absorb movement caused by tides and vessel wake. This will reduce vessel-to-jetty contact and associated wear on the existing jetty infrastructure while also elevating vessels above the water when not in use, avoiding any potential interaction with the riverbed and minimising broader environmental impacts. By effectively lifting vessels out of the water, the proposal will minimise marine build-up on hulls and reduce the need for frequent anti-fouling treatments or high-pressure cleaning.

4.0 Legislative and Policy Framework

4.1. Swan and Canning Rivers Management Act 2006 — Part 5

Under section 72(1) of the Swan and Canning Rivers Management Act 2006 (**SCRM Act**), approval is required for development within the Swan Canning Development Control Area (DCA). Under section 3(1) of the SCRM Act, development is defined as:

a) the erection, construction, demolition, alteration or carrying out of any building, excavation or other works, in, on, over or under land or waters.

As the subject site is wholly within the DCA and the installation of the proposed floating dock system constitutes development it therefore requires approval by The Department of Biodiversity, Conservation and Attractions (DBCA).

4.2. Corporate Policy Statement No. 44 — Planning for Jetties in the Swan Canning Development Control Area (2023)

Corporate Policy Statement No. 44 guides the DBCA and Swan River Trust in assessing development applications for jetty structures within the DCA. The policy indicates that floating boat lifts may be supported by the DBCA. Provided they do not cause adverse visual, ecological or amenity impacts.

The following requirements from the DBCA and Swan River Trust are considered relevant to the proposal and are addressed below.

Planning and Land Tenure

- 5.1 *Require applications to be consistent with a department endorsed locality or other strategic plan for the area. This includes providing opportunity for water transport and tourism and recreational activation (such as hire-and-drive facilities) at identified sites. Where there is no such plan, the application is to be supported by a context analysis that considers the broader foreshore and waterway uses and demonstrates that the jetty is necessary and appropriate. Generally, new jetties should be associated with established activity nodes. Rather than a proliferation of jetty structures, shared facilities should be considered. There is a general presumption against the removal and loss of existing public jetties that provide unique access to the river.*
- 5.2 *Require jetty applications to demonstrate that:*
 - *the proposed jetty location abuts land that is owned or subject to a long-term lease by the applicant and the land has a waterside boundary. Where the land is leased, the landowner must provide consent to the application; or*
 - *the applicant has been granted written permission from a public authority that owns the land or has the land vested in it.*
- 5.3 *Require jetty applications to demonstrate that the proposed jetty location within the waterway is contained within an existing long-term lease area or the applicant has landowner consent to lodge the application.*
- 5.4 *Require commercial and existing private (domestic use) jetties to usually be publicly accessible. A River reserve lease will be required for all jetties where exclusive use is proposed.*

The proposal involves only a minor augmentation to the existing jetty which, as structure, will remain unchanged. Furthermore, there will be no impact on public access to the foreshore. The site plans are provided in **Attachment 3**.

The subject site is located within the Dootanboro Locality Plan area, which outlines in its policy statement the importance of securing public access to the foreshore. The proposed works are consistent with this statement, as the ancillary works are set back approximately 15 meters from the foreshore.

Jetty Design

5.7 *Require applications for jetties to demonstrate they are minimising and managing effects on, or where appropriate, enhancing the ecological health of the DCA, including flora, fauna and their associated habitats. Applicants will likely be required to provide information or details regarding:*

- *bathymetric information confirming that the jetty is not located in shallow waters or mud flats where dredging for construction or ongoing maintenance would be required for vessel access;*
- *protection of habitat and any threatened species or communities;*
- *potential for erosion of the riverbanks; and*
- *effects on the riparian vegetation at the site*

5.8 *Require applications for jetties to demonstrate they are providing a public benefit and contributing to the long-term community use and enjoyment of the DCA. Applicants will likely be required to provide information or details regarding:*

- *the size, location and purpose of the structure, in the context of established activity nodes, existing infrastructure, proposed uses, and the size of vessels intended to use the jetty;*
- *the proximity and availability of associated amenities such as active transport infrastructure, car parking and toilets;*
- *mooring of vessels so that vessels are only allowed to briefly tie-up to pick-up or set-down goods or passengers, unless the jetty is within a marina, yacht club or other aquatic club; and*
- *possible conflicts of use with other established tourism and recreational facilities, public uses or water transport infrastructure. The application is not to cause unacceptable conflicts with other appropriate forms of use or unacceptable congestion.*

5.9 *Require applications for jetties to demonstrate that they are minimising and managing effects on the landscape character and amenity of the DCA. Applicants will likely be required to provide information or details regarding:*

- *the design so that it complements the waterway setting and the characteristics of the site, including addressing any visual impacts*

(such as from the anchoring system); jetty piles associated with floating systems are not to be significantly visible above mean sea level;

- *the selected construction materials and colour scheme, with external finishes to be high-quality and based on materials and hues naturally occurring in the area; tactile surfaces in particular are to be sympathetic to and have an aesthetic that suits the natural riverine environment;*
- *associated foreshore works, including riverbank stabilisation, are to be designed to protect and enhance the landscape character of the DCA;*
- *the number of existing or approved jetties in the locality and other marine infrastructure, such as vessel moorings so the cumulative effect of a new, relocated or extended jetty does not detract from the amenity of the local DCA landscape, including views to and from the waterway;*

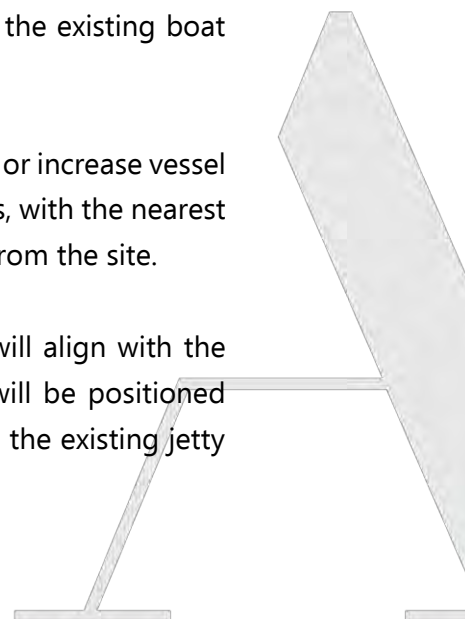
5.11 *Require applications to address specific design criteria or requirements related to:*

- *DoT's jetty design and navigation standards, including AS 3962-2020 Marina design and AS 4997-2005 Guidelines for the design of maritime structures, with plans to be certified by an appropriately experienced Chartered Professional Engineer as recognised by Engineers Australia;*
- *flood management based on the Department of Water and Environmental Regulation's advice;*

The proposal is expected to have minimal environmental impact, as installation will occur entirely above water requiring only hand tools for the attachment of brackets (See **Attachment 5**). It is not intended to provide long-term mooring, as the small boat is currently stored at a yacht club and the PWC's are stored within the existing boat shed.

The proposal is also unlikely to have an impact on navigational safety or increase vessel congestion, as the existing jetty is outside major marine activity areas, with the nearest being the Perth Flying Squadron Yacht Club more than 1 kilometre from the site.

Visual impacts are expected to be minimal, as the floating docks will align with the existing jetty, or sit slightly lower depending on tidal levels, and will be positioned within the existing berthing area, extending only 1.6 meters beyond the existing jetty head on both sides.



Although associated with a private jetty, the proposal will support the long-term use, safety and maintenance of existing river infrastructure. The docks will improve safe vessel access, reduce wear and damage to the existing jetty structure, and provide a more environmentally responsible method of vessel berthing and access without requiring additional river structures or disturbing the Swan River environment.

Floating Boat Lifts

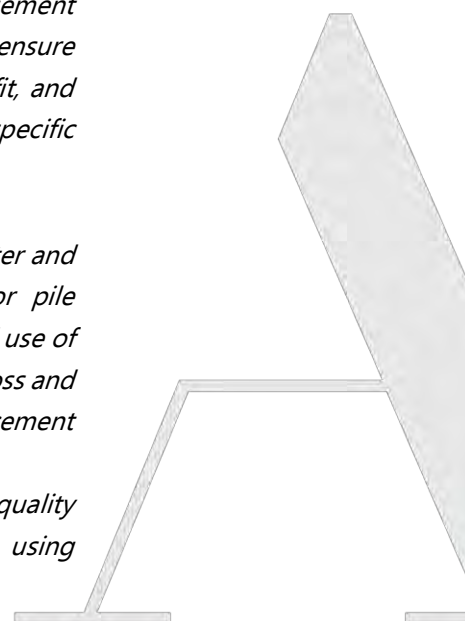
- 5.12 *Support the installation of floating boat lifts on jetties at marinas, yacht clubs and other aquatic clubs within existing River reserve lease areas, where the effects on the ecological health and amenity of the DCA are demonstrated to be negligible.*
- 5.13 *Oppose the installation of floating boat lifts on swing moorings within the DCA due to their significant visual impact and the likelihood to cause conflicts with other appropriate forms of community use and unacceptable congestion.*

The proposed floating docks are comparable in scale to the existing jetty and are not expected to adversely impact the visual amenity of the riverfront. The proposal will not extend the existing footprint beyond areas already utilised for vessel berthing. A representation of the area occupied by berthed vessels is provided in existing site plan at **Attachment 3**.

Additionally, as the floating lifts are located 15 meters from the shoreline, public access to the foreshore will not be affected.

Construction

- 5.14 *Require applications for jetties to include a methodology and management plan that addresses how the construction work is to be undertaken to ensure best possible protection of the ecological health, community benefit, and amenity of the DCA. Applicants will likely be required to provide site specific details including:*
- *identification and protection of habitat and fauna, both in-water and on land; consideration of the use of a vibration piler for pile installation, instead of a drop hammer, with a soft start-up and use of a marine mammal observer; minimisation of potential habitat loss and mitigation of impacts on associated species for pile replacement works; and*
 - *minimisation of sediment disturbance and mitigation of water quality impacts, including potential plume management, for example, using silt curtains.*



Work associated with the installation of the proposal are minor in nature. The floating docks will be towed to the site and attached via brackets fixed to the side of the existing jetty as indicated at **Attachment 5**.

As all works will occur on the water and do not require excavation, dredging, or disturbance of the riverbed, the proposal is not anticipated to result in any adverse impacts on the ecological health of the foreshore or river environment.

Maintenance

5.15 Require jetties within the DCA to be appropriately maintained in good order, consistent with approved plans and jetty licence requirements. Applicants are to obtain a permit approval for repairs and maintenance, as defined in the SCRM Regulations, and are to ensure adequate measures are taken to prevent waterway contamination or other ecological impacts. In some instances, the department will require details on inspection and maintenance schedules upfront as part of the jetty application.

The Applicant will be responsible for all costs associated with ongoing maintenance of the proposal.

The above requirements from the DBCA and Swan River Trust can be summarised in the table below.

Table 1: Consideration of Corporate Policy Statement No. 44.

CORPORATE POLICY STATEMENT NO. 44 PLANNING FOR JETTIES IN THE SWAN CANNING DEVELOPMENT CONTROL AREA	
Policy	Proposed Development
Planning and Tenure	The proposal involves minor ancillary works abutting the existing jetty, with no impact on public access to the foreshore. The site plans are provided in Attachment 3. The site is within the Dootanboro Locality Plan area. The proposal is consistent with the Plan's objective of protecting public foreshore access, as the works are set back at least 15 metres from the foreshore.
Jetty Design	The proposal is expected to have minimal environmental impact, as installation will

CORPORATE POLICY STATEMENT NO. 44 PLANNING FOR JETTIES IN THE SWAN CANNING DEVELOPMENT CONTROL AREA	
Policy	Proposed Development
	occur entirely above water. It is intended only to improve the safety and practicality of mooring vessels, not for long-term vessel storage. The floating docks will reduce wear on the existing jetty and minimise environmental impacts by keeping vessels elevated above the water when not in use. It is anticipated that visual impacts will be minimal, as the docks will align with the existing jetty and extend only 1.6 metres beyond each side of the jetty head within the existing berthing area.
Floating Boat Lifts	The proposed floating docks are comparable in scale to the existing jetty and are not expected to adversely impact the visual amenity of the riverfront. The proposal will not extend the existing footprint beyond areas already utilised for vessel berthing. A representation of the area occupied by berthed vessels is provided in the site plans at Attachment 3. Public access to the foreshore will not be affected as the proposal is approximately 15 meters from the shoreline.
Construction	Work associated with the installation of the proposal are minor in nature. The floating docks will be towed to the site and attached via brackets fixed to the side of the existing jetty as indicated in the specifications at Attachment 5. As all works will occur on the water and do not require excavation, dredging, or disturbance of the riverbed, the proposal is not anticipated to result in any adverse

CORPORATE POLICY STATEMENT NO. 44 PLANNING FOR JETTIES IN THE SWAN CANNING DEVELOPMENT CONTROL AREA	
Policy	Proposed Development
	impacts on the ecological health of the foreshore or river environment.
Maintenance	The Applicant will be responsible for all costs associated with ongoing maintenance of the proposal.

4.3. State Planning Policy 2.9 – Water

The State Planning Policy 2.9 Water (**SPP2.9**) provides a framework for the consideration of water management in the planning and development process. Section 7.7 Swan Canning river system provides additional measures for planning proposals in within the DCA. The following policy measures have been identified as relevant and addressed:

- d) *consider the importance of the river as a strategic water transport network for commercial and recreational use;*
- e) *maintain and enhance the natural landscape character and sense of place of the river system;*
- f) *maintain and enhance views of the Swan Canning river system from public places;*

The proposal is consistent with the outlined measures. The location of the floating docks will not affect public access to the foreshore, and any impacts on visual amenity or the character of the river are expected to be minimal. By improving usability and safety, the proposal also supports the river's recreational and transport functions.

4.4. Planning for Water Guidelines

Guidance to satisfy the requirements of the policy measures from SPP2.9 is outlined in the Guidelines. In accordance with Section 7.7 Swan Canning river systems the following considerations are relevant to the proposal and have been addressed:

- xiv. *the context of the river setting, landscape features and the characteristics of the development site, including building height, bulk, scale, form, orientation and location, to maintain a sense of place and views of the river;*
- xvi. *using external finishes and materials based on materials and hues naturally occurring in the area;*

- xviii. *climate change and the need to mitigate against and adapt to predicted impacts. For example, design development to accommodate storm surges and rising river levels, which may include installation of structures that can be easily removed and allow for practical reinstatement of the foreshore; and/or create and maintain adequate foreshore reserves to accommodate storm surges and rising river levels;*
- xxi. *clear demarcation between privately owned land and the foreshore reserve.*

The scale of the proposed ancillary works are contained within the operational footprint of the existing jetty and is compatible with the visual character of this section of the river. Enhancing the functionality of the jetty will also support continued recreational use of the Swan River.

As the proposal is ancillary to the existing jetty and secured via brackets which enable the docks to float up and down, rather than be fixed, it provides an adaptive response to anticipated environmental impacts from climate change, such as rising water levels and storm surges. The floating dock system is designed to adjust to changing water levels. Additionally, the minimal installation requirements and modular design of the floating dock allow for it to be easily removed if required, ensuring a reversible and low-impact outcome. The brackets themselves will not extend past the height of the jetty as indicated in the bracket specifications at **Attachment 5**.

4.5. City of Nedlands Foreshore Management Plan

Developed alongside the DBCA, the Foreshore Management Plan provides long term strategic guidance for the management of Nedlands foreshore. Private ownership adjacent to the foreshore is outlined as a key consideration as it can result in the obstruction of public access. The area specific objective for Jutland Parade is as follows:

- Objective 5.4 At Jutland Parade, manage the narrow shoreline and intertidal zones to retain an ecological corridor with low intervention coastal hazard risk management and nature based environmental design. Provide for local and regional sport and recreational activities.*

The Applicant has already substantially landscaped the foreshore lot boundary and maintains the required sections of retaining which stabilise the natural terrain and retain public access. The proposal will not prejudice established foreshore

management, nor will it alter the overall function and purpose of the existing approved jetty.

5.0 Conclusion

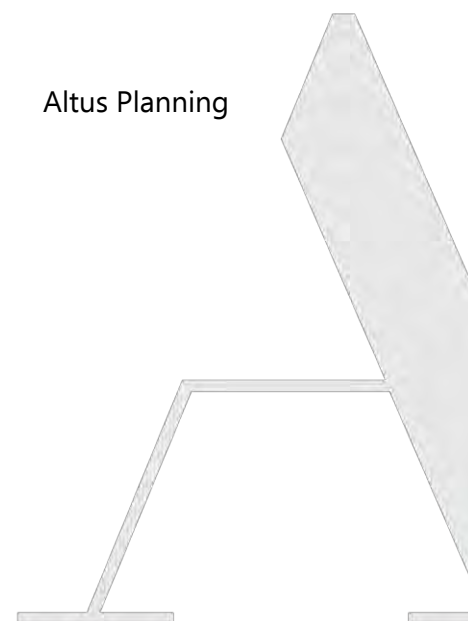
The Applicant is seeking development approval under Part 5 of *the Swan and Canning Rivers Management Act 2006*. The proposal involves the installation of a floating dock system attached to an existing licensed private jetty. The works represents a low-impact response to the functionality of the existing jetty. It is ancillary to the licensed jetty, requires no permanent in-river works, and does not impact public access to the foreshore or increase the existing development footprint beyond areas already utilised for vessel berthing.

Having regard to the objectives of the DBCA and the Swan River Trust's Corporate Policy 44, it is submitted that the proposed development is appropriate for the site and consistent with the policy framework. The proposal will improve the safety and usability of the existing dock for the Applicant's family and assist in reducing potential damage to the jetty or vessel due to wake.

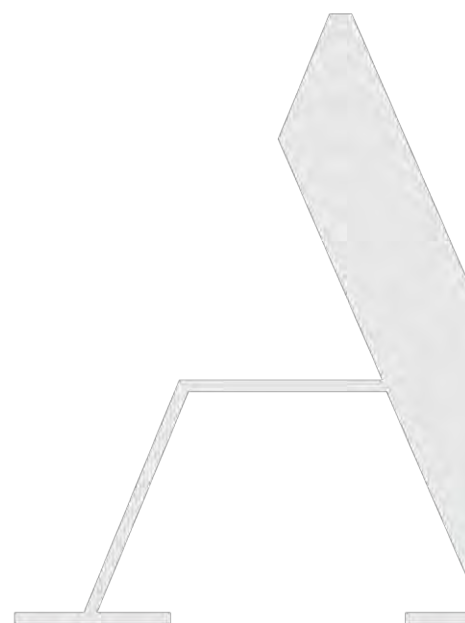
While there is a presumption against the expansion of existing jetties, the merits outlined in this Report justify support, as the floating dock will occupy an area comparable to a berthed vessel on the existing jetty. Accordingly, this is not an 'expansion' by definition or in any a practical sense.

We trust that this information is to your satisfaction and welcome the opportunity to review a draft suite of conditions of approval. We otherwise look forward to your prompt and favourable determination.

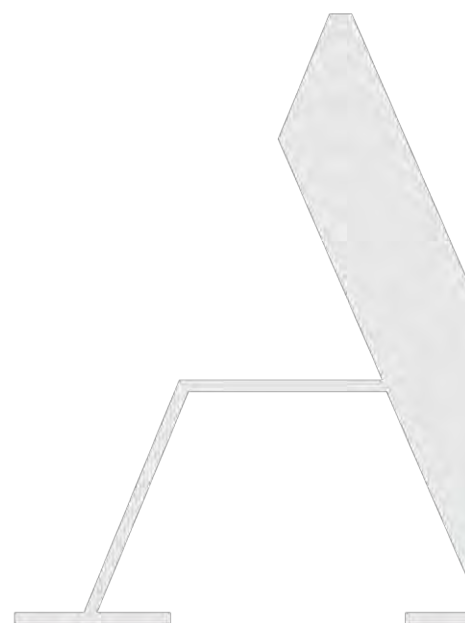
Altus Planning



Attachment 1 – Certificate of Title



Attachment 2 – 2006 Jetty Licence



Signature _____
Date _____

RevNo _____
Revision note _____

JUTLAND

PARADE

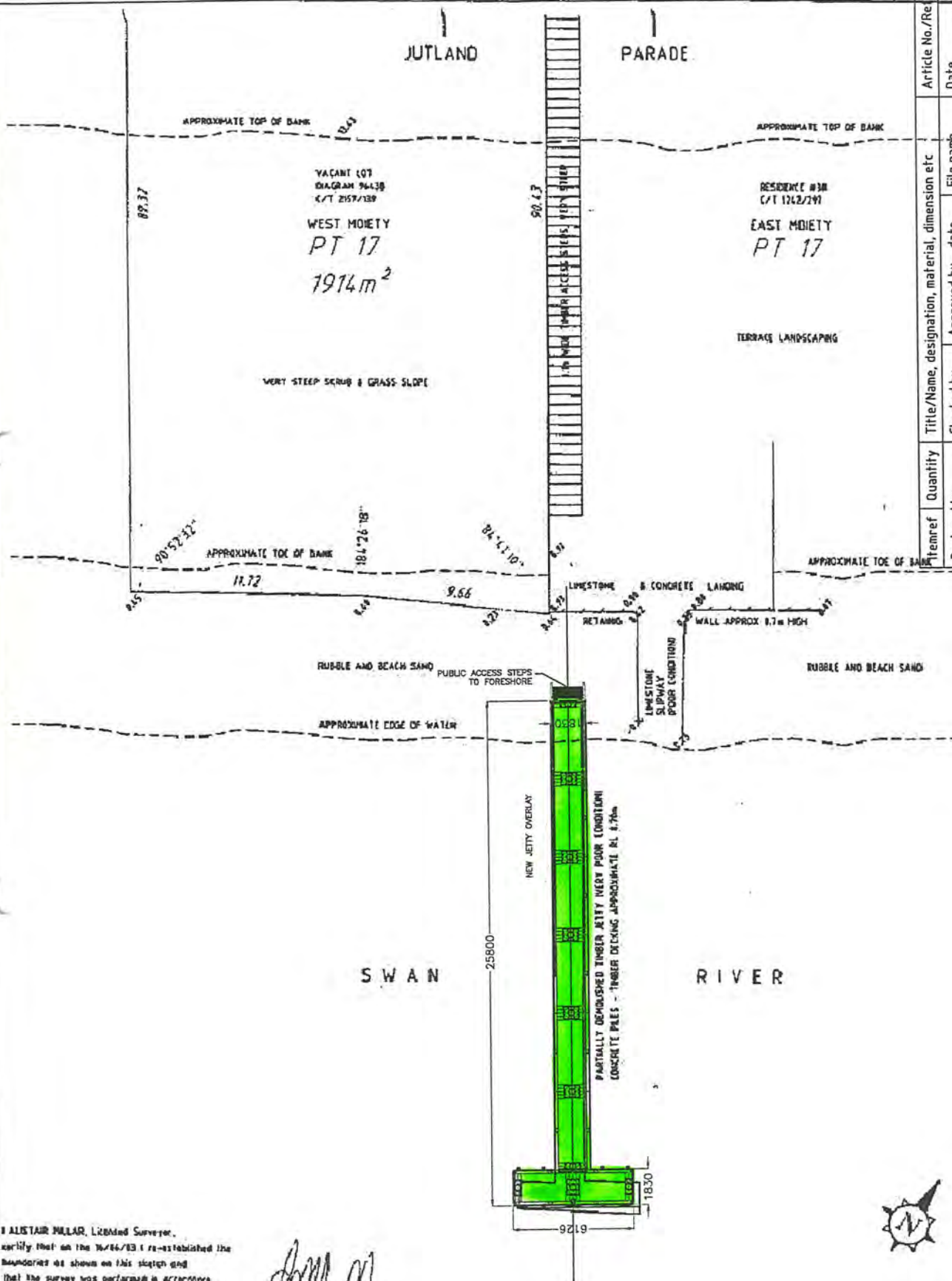
JUTLAND PARADE

EWS

WR-JP-002

Sheet 1/1

Itemref	Quantity	Title/Name, designation, material, dimension etc	Article No./Reference
Designed by K. Smith	Checked by XXX	Approved by - date XXX - 00/00/00	Date 02/12/05
		File name WATSON RSD.	Scale NTS

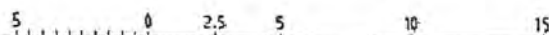


I ALISTAIR MULLAR, Licensed Surveyor, certify that on the 16/04/03 I re-established the boundaries as shown on this sketch and that the survey was performed in accordance with the provisions of the Licensed Surveyors (Guidance of Surveyors) Regulations 1988 and the Licensed Surveyors (Transfer of Land Act 1993) Regulations 1961.

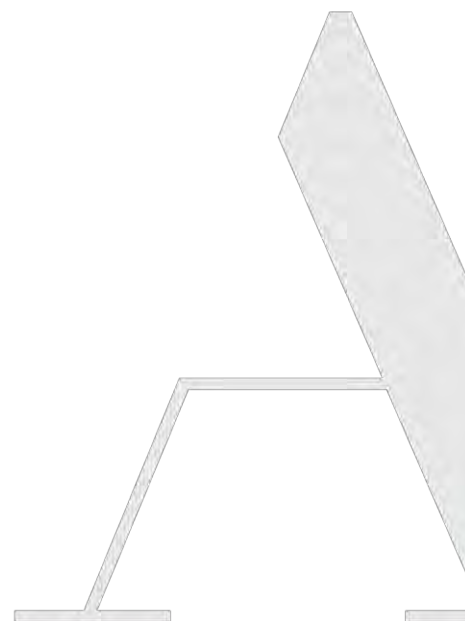
[Signature]

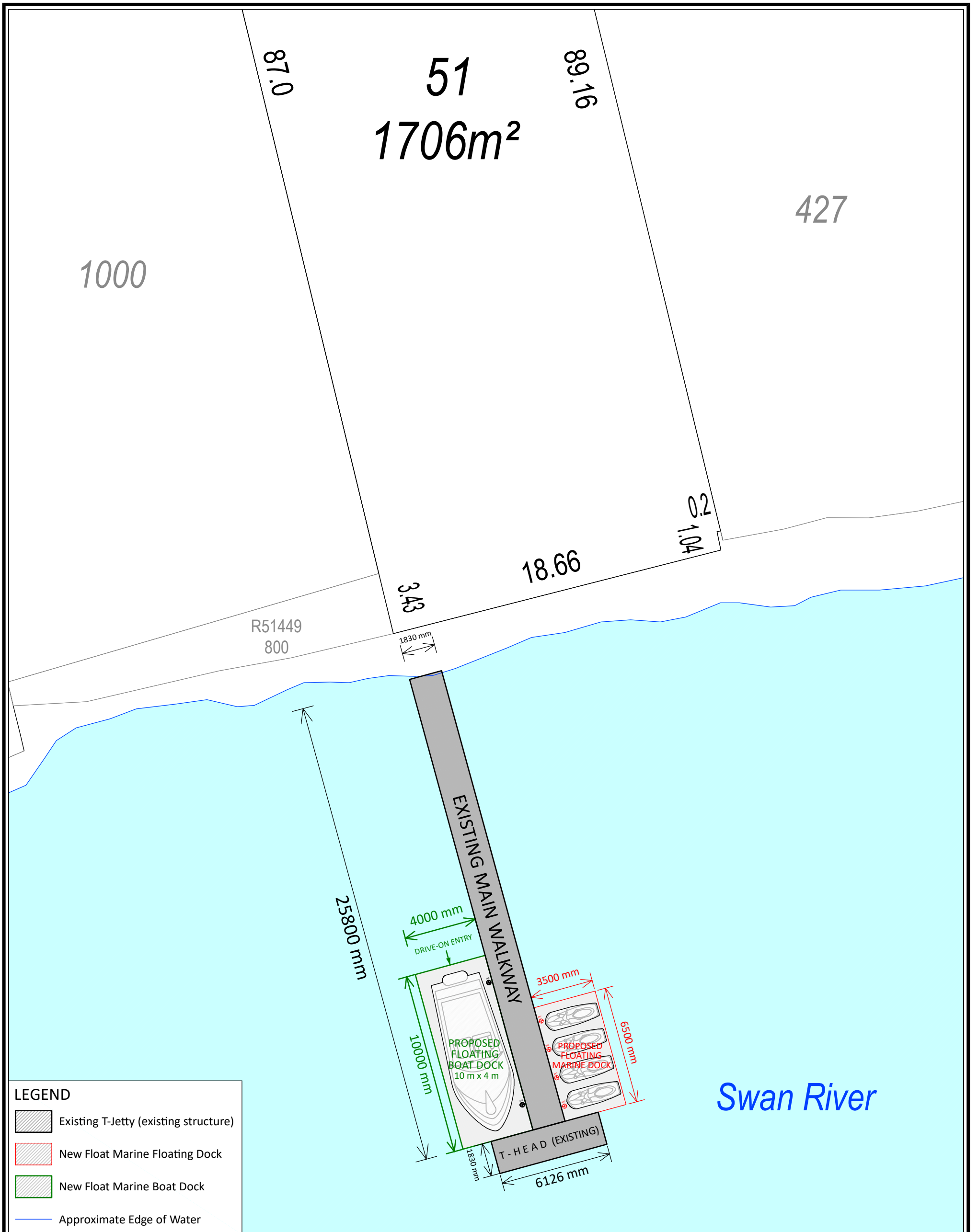


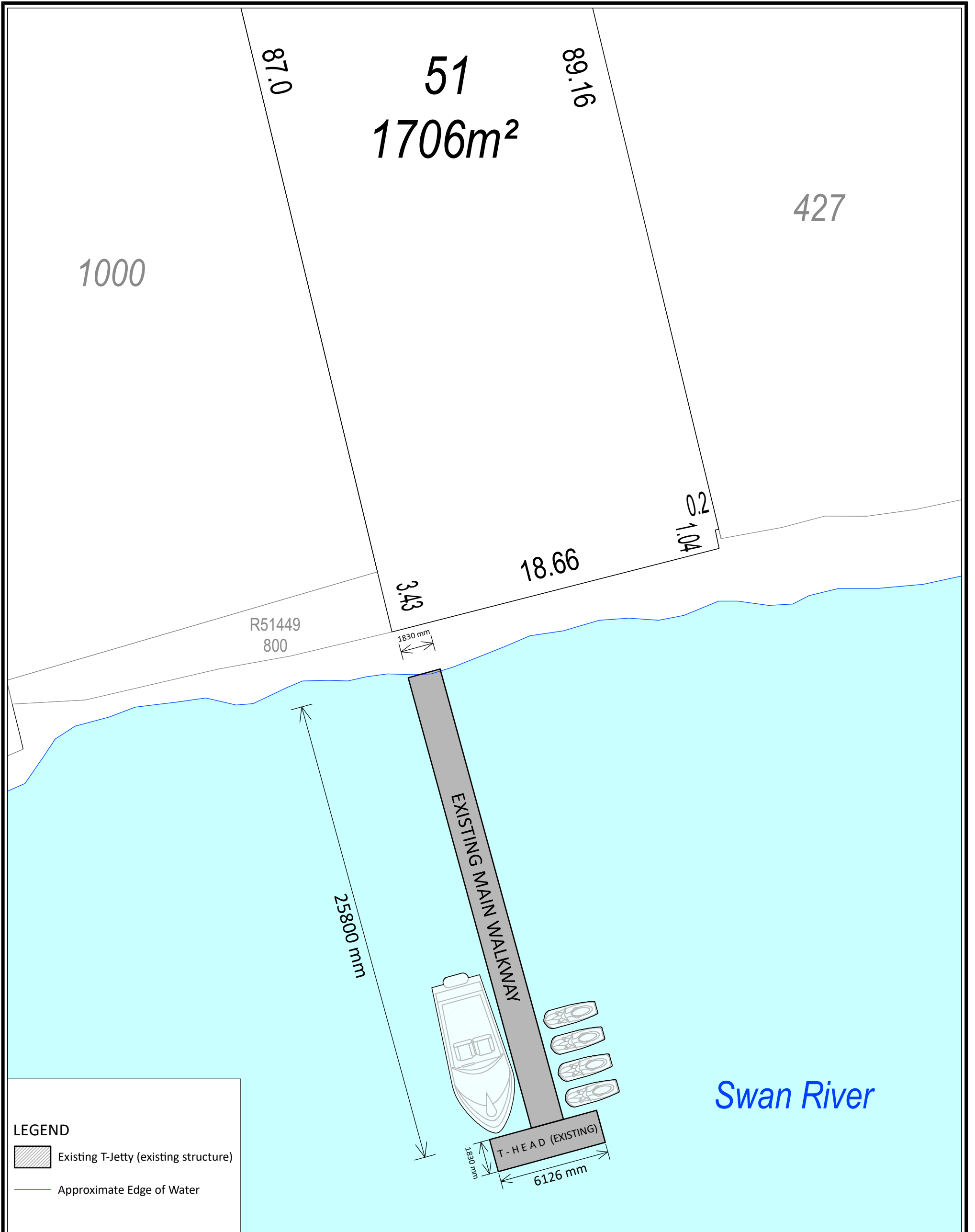
NOTE:
ALL HEIGHTS SHOWN ARE TO THE AUSTRALIAN HEIGHT DATUM BASED ON STANDARD SURVEY MARK MELVILLE 32.



Attachment 3 – Site Plans

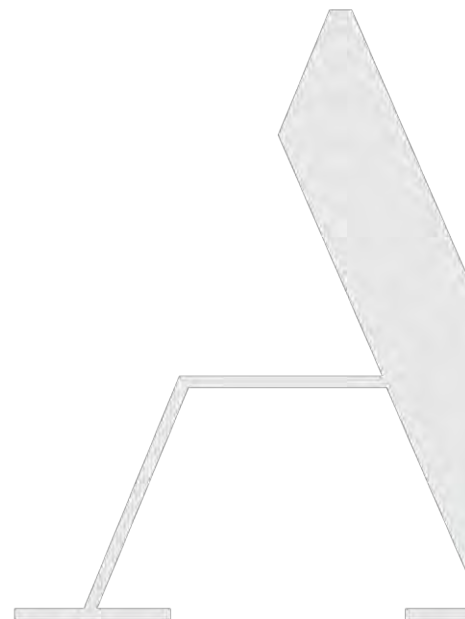






0 2 4 6 8m SCALE 1:200 ORIGINAL PLAN SIZE: A3		 NORTH Altus Planning 68 Canning Highway South Perth WA 6151 t. 9474 1449 m. 0400 069 037 w. www.altusplan.com.au	NOTE: Areas and dimensions are subject to survey. DISCLAIMER: This plan has been prepared under instruction of the client, Altus Planning bears no responsibility for any inaccuracies or errors.	EXISTING SITE PLAN	
 ALTUS PLANNING	Base Mapping Prepared By Landgate & Float Marine Date: 06.08.2026 Rev 2			LOT 51 (No. 38) JUTLAND PARADE DALKEITH City of Nedlands	

Attachment 4 – Supplier Specifications Sheet



FLOAT MARINE — PRODUCT REFERENCE PHOTOS

Float Marine Docks · Floating drive-on dock · Bracket fixtures
Float Marine Solutions | Docks | Work Barges | Pontoons | Custom Platforms



Float Marine Dock



Dual Floating Dock

FIXTURE DETAIL & FLOATING DOCK REFERENCE



Float Marine Dock — Boat Platform

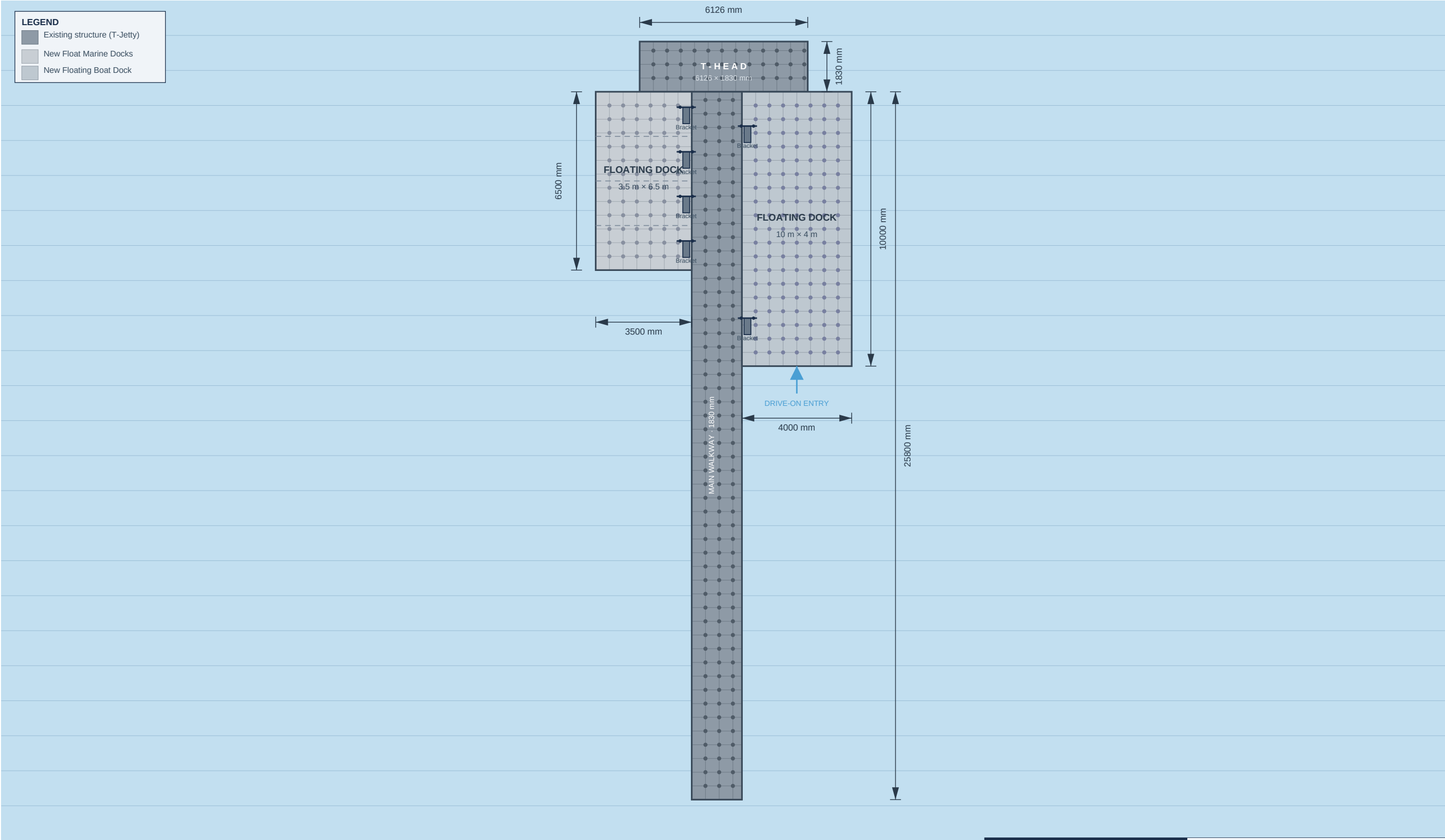


Aluminium Bracket Fixture

FOR ILLUSTRATION PURPOSES ONLY

To enquire or order, call Float Marine Solutions:

0488 115 997



FOR ILLUSTRATION PURPOSES ONLY — NOT TO SCALE

Bracket positions, dimensions, and configurations are indicative only.

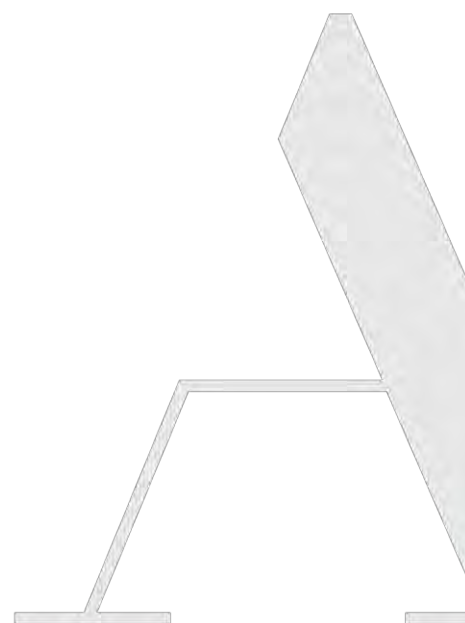
All dock positions shown are representative of final layout.

Specifications: T-head 6126×1830 mm · Walkway 25800×1830 mm

Shaded dark grey = existing T-Jetty structure · Light grey = new Float Marine Docks

FLOAT MARINE Float Marine Solutions			PROJECT T-Shape Floating Jetty	
FLOATING DOCK	FLOATING DOCK	ALUMINIUM BRACKETS	DWG No. FM-MFranco1	SCALE N.T.S.
3.5 × 6.5 m	10 × 4 m	Incl.	REV A	DATE 25.06.26

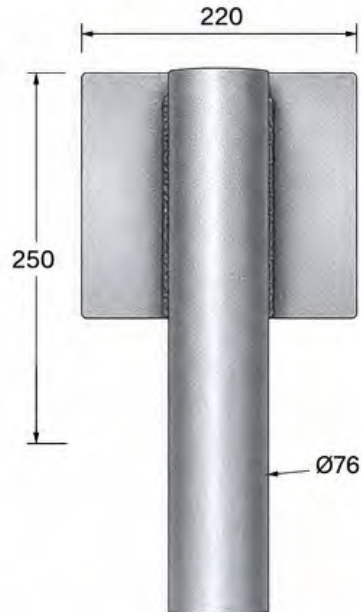
Attachment 5 – Bracket Specifications Sheet



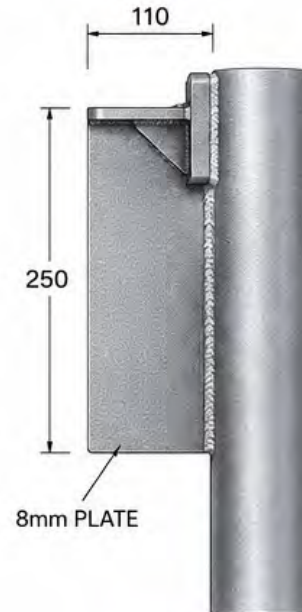
FLOATING JETTY BRACKET

ESTIMATED LOOK & DESIGN

FRONT VIEW



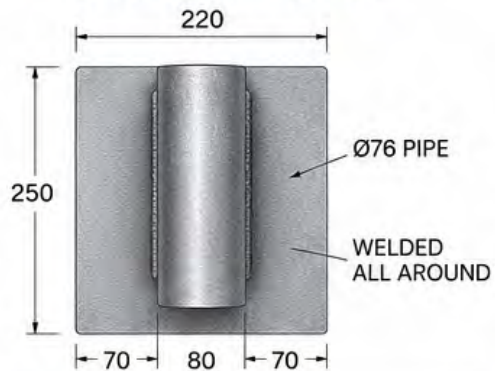
SIDE VIEW



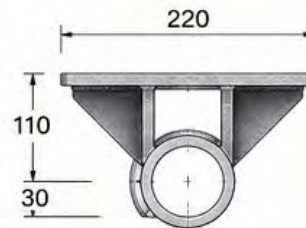
ISOMETRIC VIEW



PLATE DETAIL (BACK PLATE)



TOP VIEW



INSTALLED EXAMPLE



SPECIFICATIONS (ESTIMATED)

- Pipe: $\varnothing 76$ mm x 3.2mm Wall (Aluminium)
- Plate: 8mm Aluminium (Marine Grade 5083)
- Weld: Full penetration continuous welds
- Finish: Bead blast / natural aluminium
- Use: Mounting bracket for floating jetty connection

NOTES

- Bracket to be welded to $\varnothing 76$ pipe/pile
- Back plate bolted to dock structure with camlock bolts
- Camlock system allows quick connection and removal of jetty