

Proposal Content Document

Table 1: General proposal content description

Proposal title	METRONET on Swan Ferry Service Expansion: Perth to Applecross
Proponent name	Public Transport Authority of Western Australia
Short description	<p>The proposal is for the expansion of the Swan River Ferry Network to include an upgrade at Elizabeth Quay and the construction of new ferry infrastructure and services at Matilda Bay and Applecross, located in and adjacent to the Swan River (Please refer to Figure 1 and Figure 2). Construction will include:</p> <ul style="list-style-type: none"> • Installation of floating pontoon at the existing Elizabeth Quay ferry terminal. • Construction of a new jetty and ferry terminal at Matilda Bay with onshore electric charging infrastructure, public ablution facilities, bus embayment and roundabout. • Construction of a new jetty and ferry terminal at Applecross with associated pedestrian access. • Operation of ferry services between Elizabeth Quay, Matilda Bay and Applecross terminals. <p>The proposal has an Indicative Disturbance Footprint of 1.65 hectares (ha) and is located within an 8.66 ha Development Envelope across the three (3) proposal sites.</p>

Table 2: Proposal content elements

Proposal Element	Location / Description	Maximum extent, capacity or range
Physical Elements		
Matilda Bay – Terminal (Please refer to Figure 2a-c)	<p>Matilda Bay Terminal including the jetty and berthing facilities will include</p> <ul style="list-style-type: none"> • Walkway: <ul style="list-style-type: none"> - attached to a limestone head wall and steel piles. - will connect to the fixed jetty with a ticketing/waiting area. • Fixed jetty <ul style="list-style-type: none"> - attached to steel piles. - will sit 2.44 m above mean sea level. • Access Gangway <ul style="list-style-type: none"> - dual access gangway will connect the fixed jetty to the floating pontoon/boarding area. • Floating pontoon (berthing) <ul style="list-style-type: none"> - floating pontoon attached to piles - ferry berthing and electrical charging for up to four ferries 	<p>Matilda Bay</p> <ul style="list-style-type: none"> • Development Envelope (maximum extent) of 7.17 ha. • Indicative Disturbance Footprint of 1.30 ha

Proposal Element	Location / Description	Maximum extent, capacity or range
<p>Applecross – Terminal</p> <p>(Please refer to Figure 2a-c)</p>	<p>Applecross Terminal including the jetty and berthing facilities will include</p> <ul style="list-style-type: none"> • Walkway: <ul style="list-style-type: none"> - attached to a concrete head wall and steel piles. - will attach to the fixed jetty and waiting area. • Fixed jetty <ul style="list-style-type: none"> - attached to steel piles. - will sit 2.44 m above mean sea level. • Access Gangway <ul style="list-style-type: none"> - will connect the fixed jetty and the floating pontoon/boarding area. • Floating pontoon (berthing) <ul style="list-style-type: none"> - floating pontoon attached to piles berthing only for up to one ferry. 	<p>Applecross</p> <ul style="list-style-type: none"> • Development Envelope (maximum extent) of 1.23 ha • Disturbance Footprint (indicative) of 0.29 ha
<p>Elizabeth Quay – Terminal</p> <p>(Please refer to Figure 2a-c)</p>	<p>Elizabeth Quay Terminal including the jetty and berthing facilities will include</p> <ul style="list-style-type: none"> • Addition of new floating access platform via connection to existing retaining wall and existing terminal structure. 	<p>Elizabeth Quay</p> <ul style="list-style-type: none"> • Development Envelope (maximum extent) of 0.26 ha • Disturbance Footprint (indicative) of 0.05 ha
<p>Matilda Bay – Landside infrastructure and access</p> <p>(Please refer to Figure 2a-c)</p>	<ul style="list-style-type: none"> • Installation of electrical infrastructure (substation) landside. • Construction of bike parking facilities. • Demolition of the existing public toilets and construction of new public toilets. • Development of a bus-embayment at Matilda Bay, bus slip-lane, drop off and service vehicle bays and bus shelters, including modification of sections of existing road and car-parking. • New roundabout on Hackett Drive to facilitate bus movements. 	<p>Matilda Bay</p> <ul style="list-style-type: none"> • Development Envelope (maximum extent) of 7.17 ha. • Indicative Disturbance Footprint of 1.30 ha
<p>Applecross – Landside infrastructure and access</p> <p>(Please refer to Figure 2a-c)</p>	<ul style="list-style-type: none"> • Installation of electrical infrastructure (wall mounted electrical box) landside • Construction of bike parking facilities. • Development of short-term on-street drop off car bays at Applecross. 	<p>Applecross</p> <ul style="list-style-type: none"> • Development Envelope (maximum extent) of 1.23 ha • Disturbance Footprint (indicative) of 0.29 ha

Proposal Element	Location / Description	Maximum extent, capacity or range
Construction Elements		
Matilda Bay – Removal of non-native vegetation/trees (Please refer to Figure 2a-c)	Removal of non-native vegetation, primarily mature planted trees, associated with landside infrastructure at Matilda Bay (i.e. pedestrian access, bus turnaround area, jetty access and sub-station, bike parking and toilets).	Matilda Bay Removal of up to 1.62 ha of non-native, vegetation, consisting of 1.46 ha mature planted trees of non-native and native species in a parkland cleared landscape, and 0.16 ha planted wetland shoreline vegetation.
Matilda Bay and Applecross – Impacts to Benthic Community and Habitat – Seagrass and/or macroalgae type (Please refer to Figure 3a-c)	Impact to 0.63 ha of Benthic Community and Habitat seagrass and/or macroalgae type (BCH SM) from Matilda Bay and Applecross from construction and operational activities including piling, removal of up to 33 moorings, new mooring point for the construction vessel, sedimentation and increased Total Suspended Solids (TSS) in the water column, subsequent settlement of sediments that may be toxic, and decreased light availability from TSS or shading of structures, including jetties and ferry terminals. 0.63 ha includes all of the BCH SM located within the DE at Matilda Bay and Applecross. (NOTE: No BCH - SM was recorded at Elizabeth Quay and no BCH will be disturbed during works at that location)	Matilda Bay and Applecross Loss of up 0.63 ha of BCH - SM at Matilda Bay (0.37 ha) and Applecross (0.26 ha).
Matilda Bay, Applecross and Elizabeth Quay – Temporary Construction (Please refer to Figure 2a-c)	Erection of site offices, ablutions, laydown areas, equipment storage area, and mooring point for construction vessel.	Matilda Bay <ul style="list-style-type: none"> Development Envelope (maximum extent) of 7.17 ha Disturbance Footprint (indicative) of 1.30 ha Applecross <ul style="list-style-type: none"> Development Envelope (maximum extent) of 1.23 ha Disturbance Footprint (indicative) of 0.29 ha Elizabeth Quay <ul style="list-style-type: none"> Development Envelope (maximum extent) of 0.26 ha Disturbance Footprint (indicative) of 0.05 ha
Matilda Bay – Removal of Moorings (Please refer to Figure 2a-c)	Moorings at Matilda Bay will be decommissioned during construction.	Matilda Bay <ul style="list-style-type: none"> Removal of up to 33 used and unused moorings within a Development Envelope (maximum extent) of 7.17 ha

Proposal Element	Location / Description	Maximum extent, capacity or range
<p>Matilda Bay and Applecross – Piling</p> <p>(Please refer to Figure 2a-c)</p>	<p>Piling of support posts and landings for fixed walkways, jetty and waiting area for Matilda Bay and Applecross sites only.</p> <p>Installation of jetty and berthing components via marine vessels and/or terrestrial based equipment.</p> <p>See Figure 2.</p>	<p>Matilda Bay</p> <ul style="list-style-type: none"> • Development Envelope (maximum extent) of 7.17 ha. • Disturbance Footprint (indicative) of 1.30 ha • Up to 45 piles <p>Applecross</p> <ul style="list-style-type: none"> • Development Envelope (maximum extent) of 1.23 ha • Disturbance Footprint (indicative) of 0.29 ha • Up to 25 piles
Operational Elements		
<p>Matilda Bay, Applecross and Elizabeth Quay – Terminal Operations</p> <p>(Please refer to Figure 2a-c)</p>	<p>Pedestrian access path, jetty, ferry terminals and supporting infrastructure.</p>	<p>Matilda Bay</p> <ul style="list-style-type: none"> • Development Envelope (maximum extent) of 7.17 ha. • Disturbance Footprint (indicative) of 1.30 ha <p>Applecross</p> <ul style="list-style-type: none"> • Development Envelope (maximum extent) of 1.23 ha • Disturbance Footprint (indicative) of 0.29 ha <p>Elizabeth Quay</p> <ul style="list-style-type: none"> • Development Envelope (maximum extent) of 0.26 ha • Disturbance Footprint (indicative) of 0.05 ha
<p>Matilda Bay, Applecross and Elizabeth Quay – Ferry Operations</p> <p>(Please refer to Figure 1 and Figure 2a-c)</p>	<p>Operation of ferries between Elizabeth Quay, Matilda Bay and Applecross.</p> <p>Ferry timetables are expected to mirror current timetables in terms of operating times. Timetables may be amended after a trial period based on demand.</p> <p>Ferries will travel at a maximum 8 knots as they approach terminals and otherwise travel at a variety of speeds, depending upon conditions and location, and in compliance with a traffic management plan under the <i>Western Australian Marine Act 1982</i>.</p>	<p>Matilda Bay, Applecross and Elizabeth Quay</p> <p>Ferries will travel along a route to be determined by the Department of Transport and Major Infrastructure. An Indicative Ferry Route is provided in Figure 1.</p>

Proposal elements with greenhouse gas emissions		
Construction elements:		
Scope 1	Greenhouse gas emissions will be significantly lower than the emissions levels which trigger EPA consideration.	
Scope 2		
Scope 3		
Operation elements:		
Scope 1	Electric ferries generate no direct (scope 1) emissions. If for charging they rely on fossil fuels sources, their Scope 2 emissions will be slightly higher but still significantly lower than the emissions level of 100,000 tCO ₂ e/year which triggers EPA consideration. Electric ferries have fewer moving parts and reduced maintenance needs and contribute to lower lifecycle (Scope 3) emissions.	
Scope 2		
Scope 3		
Rehabilitation		
Minor rehabilitation will be undertaken in any areas subject to temporary impacts during construction, including: <ul style="list-style-type: none">Restoration of usable foreshore areas for the public (including grass and pedestrian access) that may be impacted by temporary laydown areas, equipment and vehicle storage areas, site compounds and fencing.Replanting of any trees that need to be removed to facilitate construction.		
Commissioning		
Not Applicable		
Decommissioning		
Not Applicable		
Other elements which affect extent of effects on the environment		
Proposal time*	Maximum project life	Estimated to be 50 years, prior to potential need for significant refurbishment/ maintenance or redesign.
	Construction phase	The construction of the jetties and ferry terminals is anticipated to take 6-12 months and will be undertaken during times of the year to avoid ecological windows.
	Operations phase	The jetties and ferry terminals will be constructed with a

		design life of 50 years; however, are intended for ongoing permanent operations.
	Decommissioning phase	If required, infrastructure removal would be completed approximately one year post operations.

** Proponents should only provide realistic timeframes to avoid unnecessary change to proposal applications at referral (section 38C), assessment (section 43A) or post assessment (section 45C).*

Environment Online (<https://environmentonline.dwer.wa.gov.au>)

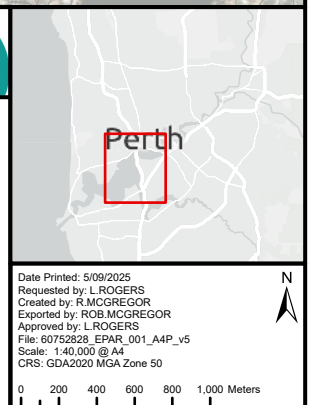
This Proposal has been entered into Environment Online and has been entered as follows:

- Project title: METRONET on Swan River Ferry Expansion: Perth to Applecross
- Project: PRJ-0017814
- Referral: PRO-0025696



METRONET on Swan Ferry Service Expansion: Perth to Applecross Figure 1 - Proposal Locations and Proposed Ferry Route

- LEGEND**
- Development Envelopes
 - Indicative Ferry Routes





METRONET on Swan Ferry Service Expansion: Perth to Applecross **Figure 2a - Development Envelopes and Indicative Development Footprint:** **Applecross Site**

LEGEND

- Development Envelope
- Indicative Disturbance Footprint
- Indicative Ferry Routes



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 Requested by: L.ROGERS
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 File: 60752828_EPAR_002_A4P_v5
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 CRS: GDA2020 MGA Zone 50



0 10 20 30 Meters



METRONET on Swan Ferry Service Expansion: Perth to Applecross **Figure 2b - Development Envelopes and Indicative Development Footprint: Matilda Bay Site**

LEGEND

- Development Envelope
- Indicative Disturbance Footprint
- Indicative Ferry Routes
- Mooring Points (DoT, 2025)



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0 10 20 30 40 50 60 Meters



METRONET on Swan Ferry Service Expansion: Perth to Applecross
Figure 2c - Development Envelopes and Indicative Development Footprint:
Elizabeth Quay Site

LEGEND

- Development Envelope
- Indicative Disturbance Footprint



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 CRS: GDA2020 MGA Zone 50



0 10 20 30 Meters



METRONET on Swan Ferry Service Expansion: Perth to Applecross **Figure 3a - Benthic Habitat: Applecross Site**

LEGEND

- Development Envelope
- Indicative Disturbance Footprint

Benthic Habitat (BMT, 2025)

- Sand
- Seagrass
- Seagrass and Macroalgae

- Sparse Seagrass
- Sparse Seagrass and Macroalgae

Benthic Habitat (DBCA, 2023)

- Seagrass Sparse
- Seagrass Medium
- Seagrass Dense
- Sand



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 Scale: 1:1,200 @ A4
 CRS: GDA2020 MGA Zone 50



0 10 20 30 Meters



METRONET on Swan Ferry Service Expansion: Perth to Applecross
Figure 3b - Benthic Habitat: Matilda Bay Site

LEGEND

- Development Envelope
- Indicative Disturbance Footprint

Benthic Habitat (BMT, 2025)

- Sand
- Seagrass
- Sparse Seagrass

Benthic Habitat (DBCA, 2023)

- Sand



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Scale: 1:2,000 @ A4
CRS: GDA2020 MGA Zone 50

0 10 20 30 40 50 60 Meters



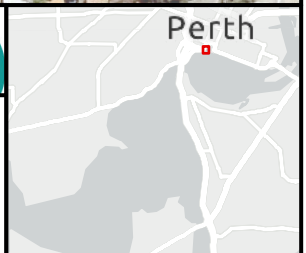
METRONET on Swan Ferry Service Expansion: Perth to Applecross **Figure 3c - Benthic Habitat: Elizabeth Quay Site**

LEGEND

- Development Envelope
- Indicative Disturbance Footprint
- Benthic Habitat (BMT, 2025)**
- Sand

Benthic Habitat (DBCA, 2023)

- Seagrass Medium
- Sand



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0 10 20 30 Meters