GOVERNMENT OF
WESTERN AUSTRALIA

CLEARING PERMIT

Granted under section 51E of the Environmental Protection Act 1986

Purpose Permit number:	CPS 11282/1
Permit Holder:	Public Transport Authority of Western Australia
Duration of Permit:	From 12 March 2026 to 12 March 2031

The permit holder is authorised to clear *native vegetation* subject to the following conditions of this permit.

PART I – CLEARING AUTHORISED

1. Clearing authorised (purpose)

The permit holder is authorised to clear *native vegetation* for the purpose of constructing and installing new jetty and ferry terminals.

2. Land on which clearing is to be done

Lot 300 on Deposited Plan 47450, Crawly

Lot 310 on Deposited Plan 47439, Applecross

3. Clearing authorised

The permit holder must not clear more than 0.63 hectares of *native vegetation* within the area cross-hatched yellow in Figure 1 and Figure 2 of Schedule 1.

PART II – MANAGEMENT CONDITIONS

4. Avoid, minimise, and reduce impacts and extent of clearing

In determining the *native vegetation* authorised to be cleared under this permit, the permit holder must apply the following principles, set out in descending order of preference:

(a) avoid the clearing of *native vegetation*;

(b) minimise the amount of *native vegetation* to be cleared; and

(c) reduce the impact of clearing on any environmental value.

PART III - RECORD KEEPING AND REPORTING

5. Records that must be kept

The permit holder must maintain records relating to the listed relevant matters in accordance with the specifications detailed in Table 1.

Table 1: Records that must be kept

No.	Relevant matter	Specifications
1.	In relation to the authorised clearing activities generally	(a) the species composition, structure, and density of the cleared area; (b) the location where the clearing occurred, recorded using a Global Positioning System (GPS) unit set to Geocentric Datum Australia 2020 (GDA2020), expressing the geographical coordinates in Eastings and Northings; (c) the date that the area was cleared; (d) the size of the area cleared (in hectares); and (e) actions taken to avoid, minimise, and reduce the impacts and extent of clearing in accordance with condition 4.

6. Reporting

The permit holder must provide to the *CEO* the records required under condition 5 of this permit when requested by the *CEO*.

DEFINITIONS

In this permit, the terms in Table 2 have the meanings defined.

Table 2: Definitions

Term	Definition
CEO	Chief Executive Officer of the department responsible for the administration of the clearing provisions under the *Environmental Protection Act 1986*.
clearing	has the meaning given under section 3(1) of the EP Act.
condition	a condition to which this clearing permit is subject under section 51H of the EP Act.
department	means the department established under section 35 of the *Public Sector Management Act 1994* (WA) and designated as responsible for the administration of the EP Act, which includes Part V Division 3.
EP Act	*Environmental Protection Act 1986* (WA)
native vegetation	has the meaning given under section 3(1) and section 51A of the EP Act.

END OF CONDITIONS

Meenu Vitarana
MANAGER
NATIVE VEGETATION REGULATION

Officer delegated under Section 20
of the Environmental Protection Act 1986

17 February 2026

Schedule 1

The boundary of the area authorised to be cleared is shown in the map below (Figure 1).

Figure 1: Map of the boundary of the area within which clearing may occur

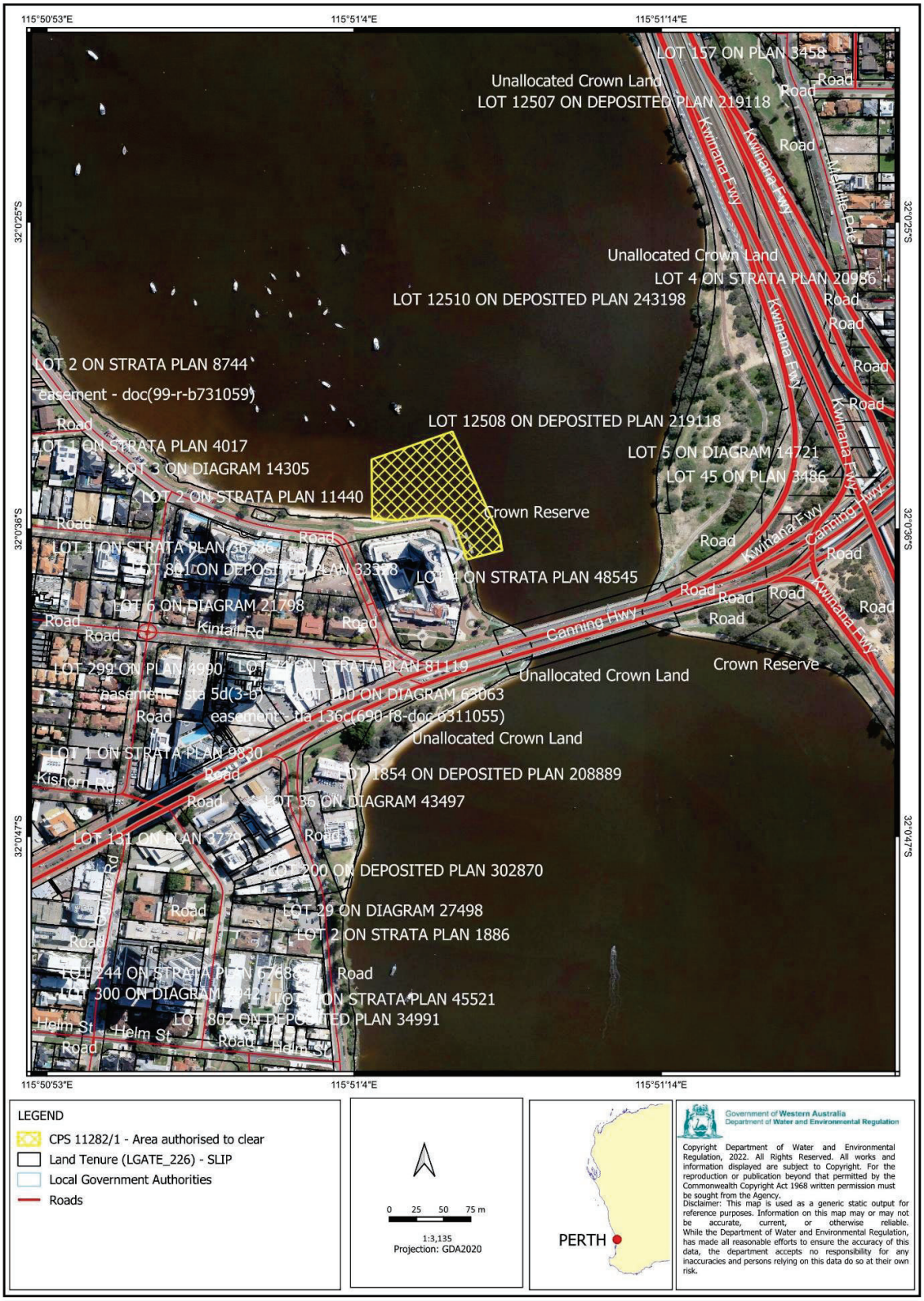

Figure 2: Map of the boundary of the area within which clearing may occur

Government of Western Australia
Department of Water and Environmental Regulation

Clearing Permit Decision Report

1 Application details and outcome

1.1. Permit application details

Permit number:	CPS 11282/1
Permit type:	Purpose permit
PTA name:	Public Transport Authority of Western Australia (PTA)
Application received:	30 September 2025
Application area:	0.63 hectares of native vegetation within a 5.6 hectare footprint
Purpose of clearing:	Constructing and installing new jetty and ferry terminals
Method of clearing:	Mechanical
Property:	Lot 300 on Deposited Plan 47450, and Lot 310 on Deposited Plan 47439
Location (LGA area/s):	City of Perth and City of Melville
Localities (suburb/s):	Crawley and Applecross

1.2. Description of clearing activities and necessity of clearing

PTA is proposing to clear 0.63 hectares (ha) of native vegetation within two properties situated within the Swan-Canning Estuary (see Figure 1 and 2, Section 1.5), to facilitate the Swan River Ferry Expansion Project. The vegetation to be cleared is distributed across two separate areas; the Matilda Bay site, located within the City of Perth and the Applecross site located within the City of Melville. The clearing involves the removal of seagrass and macroalgae on the riverbed to facilitate the construction and installation of a new jetty and ferry terminal as part of the METRONET expansion on the Swan River to connect Elizabeth Quay to Matilda Bay and Applecross. Clearing will result from pile installation, construction vessel mooring and shading of the benthic habitat from the jetty infrastructure.

The PTA have advised the project is to expand public transport options along the Swan River to better connect Perth with aims to;

- activate high-density riverside precincts, to make them more accessible,
- support economic growth through urban revitalisation,
- enhance tourism by offering scenic and enjoyable travel options,
- ease pressure on existing infrastructure with sustainable transport alternatives, and;
- improve accessibility across the river for residents and visitors (PTA, 2025c)

During the design phase the PTA considered alternative locations when considering necessity of clearing. The locations within Matilda Bay and Applecross were determined as the most appropriate given (PTA, 2025 d):

- the location is within deep water to improve navigational safety and avoid dredging,
- the design considers river conditions including tides, currents, waves and future sea level rise and ensure long-term safety
- align with the natural flow of river currents to improve safety and reduce pressure on the mooring system, and;
- work with the prevailing southerly winds, making it safer and easier for ferries to arrive and depart the new terminals.

Overall, the project aims to provide public benefit to better connect Perth's riverside precincts and provides opportunity for future expansion options of the river METRONET to be explored.

1.3. Decision on application

Decision:	Granted
Decision date:	17 February 2026
Decision area:	0.63 hectares of native vegetation, as depicted in Section 1.5, below.

1.4. Reasons for decision

This clearing permit application was submitted, accepted, assessed and determined in accordance with sections 51E and 51O of the *Environmental Protection Act 1986* (EP Act). The Department of Water and Environmental Regulation (DWER) advertised the application for 21 days and 21 submissions were received. Consideration of matters raised in the public submissions is summarised in Appendix B.

In making this decision, the Delegated Officer had regard for the site characteristics (see Appendix C), relevant datasets (see Appendix E.1), the findings of a benthic communities habitat assessment (BMT, 2025), clearing principles set out in Schedule 5 of the EP Act (see Appendix D), relevant planning instruments and any other matters considered relevant to the assessment (see Section 3). The Delegated Officer also took into consideration the project is to improve the METRONET ferry network on the Swan River as a part of the expansion of the existing ferry service which currently runs between Elizabeth Quay and South Perth; to better connect Perth's riverside precincts.

The assessment identified that the proposed clearing will result in:

- the loss of:
  - 0.63 ha of seagrass and macro algae,
  - native vegetation growing within a conservation area; Swan River Trust (R 48325 and R 48327)
  - native vegetation growing in association with a conservation category wetland; Swan-River Estuary (UFI 13316)
  - native vegetation growing in association with a watercourse; Swan River.

After consideration of the available information, as well as the PTA's minimisation and mitigation measures (see Section 3.1), the Delegated Officer determined the proposed clearing is unlikely to have long-term adverse impacts on the environmental values listed above. The impacts to the environmental values present within the application area can be minimised and managed to unlikely lead to an unacceptable risk to environmental values. The PTA has suitably demonstrated avoidance and minimisation measures, and other impacts associated with construction and ferry operations are suitably managed through other approvals (see Section 3).

The Delegated Officer decided to grant a clearing permit subject to conditions to:

- Avoid, minimise to reduce the impacts and extent of clearing.

1.5. Site maps

Figure 1 Map of the Matilda Bay application area

The area crosshatched yellow indicates the area authorised to be cleared under the granted clearing permit.

Figure 2 Map of the Applecross application area

The area crosshatched yellow indicates the area authorised to be cleared under the granted clearing permit.

2 Legislative context

The clearing of native vegetation in Western Australia is regulated under the EP Act and the *Environmental Protection (Clearing of Native Vegetation) Regulations 2004* (Clearing Regulations).

In addition to the matters considered in accordance with section 51O of the EP Act (see Section 1.4), the Delegated Officer has also had regard to the objects and principles under section 4A of the EP Act, particularly:

- the precautionary principle
- the principle of intergenerational equity
- the principle of the conservation of biological diversity and ecological integrity.

Other legislation of relevance for this assessment include:

- *Biodiversity Conservation Act 2016* (WA) (BC Act)
- *Conservation and Land Management Act 1984* (WA) (CALM Act)
- *Planning and Development Act 2005* (WA) (P&D Act)

The key guidance documents which inform this assessment are:

- *A guide to the assessment of applications to clear native vegetation* (DER, December 2013)
- *Procedure: Native vegetation clearing permits* (DWER, October 2019)
- Technical guidance – *Flora and Vegetation Surveys for Environmental Impact Assessment* (EPA, 2016)

3 Detailed assessment of application

3.1. Avoidance and mitigation measures

Supporting information provided by PTA demonstrated the following avoidance and mitigation measures (PTA,2025a& b) (PTA,2026) :

- design footprint has been minimised as far as practicable to reduce unnecessary disturbance to the benthic habitat,
- seagrass disturbance has been limited to pilling activities, construction of vessel mooring and shading caused by completed jetties
- site locations were selected as these areas result in minimal environmental impacts
- terminal design has been refined to eliminate the requirement for dredging or removal of sediment during the construction and operation,
- disturbance is likely to be less than 0.63ha as identified as the proposed clearing, however a larger area has been included to ensure the maximum impact of the clearing has been considered
- a construction environmental management plan is to be implemented
- monitoring of water turbidity and water quality prior to, during and post development to occur,
- marine mammal observation to occur during construction
- deployment of silt curtains during construction
- ongoing post construction monitoring of the benthic habitat community
- implement site specific Construction Environmental Management Plans (CEMP)
- implement operational environmental management plans; which will include procedures for managing potential impacts associated with pollution, waste and vessel operations post clearing.

During the assessment it was advised to DWER that the PTA had been liaising with DBCA regarding the proposal and the environmental impacts, to identify avoidance and mitigation measures (DBCA, 2025). The clearing footprint within the seagrass bed was minimised during the design phase of the terminals. The terminals have also been designed to be placed in deeper waters to avoid dredging and further reduce disturbance to the seagrass meadows. PTA have provided a CEMP for the project as part of their internal Environmental Management System (PTA, 2025b). This CEMP further outlines mitigation measures to reduce environmental risks and outlines site specific CEMP's will be created prior to on ground activities commencing. These site specific CEMPs will also be prepared in consultation with and endorsed by the DBCA.

Consideration of alternative locations

The PTA identified alternative locations were considered during the design phase of the project and the final locations were chosen based on a comprehensive multi-criteria analysis. This analysis considered environmental impacts, transport connectivity, waterways safety and the needs of both water and land users associated with the terminal development and vessel operation. The assessment utilised available information relating to conservation areas, flooding risk, threatened ecological communities, seagrass distribution, habitat for threatened and migratory fauna species, and bathymetry. In addition, site-based environmental investigations were undertaken by specialist consultants. The Matilda Bay and Applecross locations were identified as the most appropriate locations after considering all of the criteria in the analysis and were also found to have significantly less environmental impact, more connectivity and a lower risk to safety. (PTA, 2026).

Matilda Bay

Five locations were considered during the design phase when identifying the most appropriate location for the Matilda Bay terminal (refer to Figure 3) including; North, Central and South Matilda Bay, Pelican Point Boat ramp and JoJo's Jetty (PTA, 2025d).

The JoJo's and Pelican Point boat ramp locations were considered unfavourable due to the following:

- Marine park
    - Both sites are either situated within or in close proximity to the Swan Estuary Marine Park, which is a protected habitat for migratory waterbirds under international agreements.
- Bush forever site
    - The foreshore at Pelican Point is situated within a Bush forever site and a potential threatened ecological community.
- Seagrass
    - The seagrass located south of the Pelican Point boat ramp and near Jo Jo's, is protected, sensitive to disturbance and would require more seagrass clearing for the project
- Floodplain
    - There is a higher flood risk impacting landside infrastructure due to lower elevation at JoJo's and Pelican Point Boat ramp
- Public transport connectivity
    - A ferry terminal at either of these locations does not provide desirable connectivity to other public transport
    - Given the location and distance to connecting public transport, usage is expected to be considerably less at these locations.
- Waterway safety
    - Pelican point and JoJo's are frequented by windsurfers and kiteboarders which increases collision risk. Noting these activities are not organised activities with established safety protocols, the introduction of commercial ferries present an unacceptable safety risk.
    - The proposed ferry route from JoJo's Jetty or Pelican Point boat ramp would also directly cross over a primary flow of vessel traffic in the Melville waters; which is an unrestricted speed zone therefore presents as an unacceptable safety risk.

When considering the three locations within Matilda Bay, the impacts to environmental values were the same and the final location was based on transport connectivity, consideration of usage, a manageable waterway safety and preservation of existing green space and waterway usage. With consideration of environmental impacts, transport connectivity, waterways safety and land and water use compatibility the Central Matilda Bay location was determined by PTA as the most appropriate location (PTA, 2025d).

Figure 3: Alternative proposed locations for the Matilda Bay Ferry Terminal (PTA, 2025d)

Applecross

Within the vicinity of the Applecross location a total of four sites were considered, three of which are located on the west side of Canning Bridge and one is situated on the East side of Canning Bridge (refer to Figure 4) (PTA, 2025e). The location on the east side of Canning Bridge was not currently considered an appropriate location given the nearby bus interchange is currently undergoing major construction work, and does not provide appropriate connectivity at this time. The existing Jetty at location A in Applecross does not have appropriate design to accommodate the size and weight of the ferries, it is not compliant with other law and standards and would result in the jetty being inaccessible for public recreation. The construction of a new jetty at location B would not be compliant with line-of-sight and visibility standards creating safety concerns. The depth of this location would also require dredging which results in additional environmental impacts. Overall, the selected Applecross location was determined to be the most appropriate noting:

- The location in deep water improving navigational safety and avoiding dredging.
- The terminal design considers river conditions such as depth, tides, currents, waves, and future sea level rise to ensure long-term safety and durability
- The design accounts for tidal flows and aligns with the natural flow of river currents to improve safety and reduce pressure on the mooring system
- work with the prevailing southerly winds, making it safer and easier for ferries to arrive and depart.

Figure 4: Alternative proposed location for the Applecross Ferry Terminal (PTA, 2025e)

The Delegated Officer was satisfied that the PTA has made a reasonable effort to avoid and minimise potential impacts of the proposed clearing on environmental values.

3.2. Assessment of impacts on environmental values

In assessing the application, the Delegated Officer has had regard for the site characteristics (see Appendix C), biological survey findings and the extent to which the impacts of the proposed clearing present a risk to biological, conservation, or land and water resource values.

The assessment against the clearing principles (see Appendix D) identified that the impacts of the proposed clearing present a risk to conservation areas, and water resources. The consideration of these impacts, and the extent to which they can be managed through conditions applied in line with sections 51H and 51I of the EP Act, is set out below.

3.2.1. Conservation areas - Clearing Principles (h)

Assessment

The application area is situated within the Swan-Canning River system which is identified as a DBCA legislated reserve (R 48325 and R 48327) under the *Swan and Canning Rivers Management Act 2006*. Noting the application areas are regulated under other legislation, additional planning approvals and consultation has occurred with other agencies (refer to section 3.3. Relevant planning and other matters).

During the assessment DBCA'S Swan Canning Waterways Branch was contacted to provide comment on the proposed works noting the clearing is to occur within DBCA legislated land. The DBCA advised that given the nature of the development and the proposed disturbance to the riverbed and seagrass, significant pre-lodgement consultation and advice has been provided to the PTA on the design and potential impacts of the clearing (DBCA, 2025). The DBCA advised that the PTAs landscape concept plan; submitted with the development application, proposed opportunities to enhance the seagrass habitat, such as installing habitat panels on existing river walls and/or jetty pylons or creating a floating island habitat, which DBCA encourages further investigation to enhance seagrass habitat (DBCA, 2025). As supporting documentation, the PTA has provided a CEMP, this plan provides details on the management measures to be implemented to reduce impacts to the conservation areas. This document also states following the completion of detailed design and confirmation of construction methodology, a further risk assessment will be undertaken by the PTA. The outcomes of the additional risk assessment will be incorporated into site specific CEMP's. These site-specific CEMPs are to be prepared with consultation with DBCA and the final documents are to be endorsed by the DBCA, to further reduce the impacts to the conservation areas (PTA,2025).

Noting the extent of the clearing is 0.63 hectares which is to occur within the two reserves of a combined area of 2,674.75 hectares, the impacts of the clearing are not likely to significantly impact the conservation area and therefore there is no significant residual impact (SRI) remaining requiring further permit conditions. Whilst no SRI remains after the application of the mitigation hierarchy, DWER does encourage the PTA to further pursue opportunities to enhance seagrass and macroalgae habitat as part of the project.

Conclusion

Based on the above assessment, the proposed clearing is unlikely to result in significant impacts to conservation areas.

Conditions

No conditions required to mitigate impacts to conservation areas.

3.2.2. Land and water resources - Clearing Principles (f) and(i)

Assessment

Water resources

Vegetation within the application area is growing in association with both a wetland and a watercourse, noting the clearing occurs on the river bed of the Swan-Canning Estuary. Available databases indicate the Swan Canning Estuary is a conservation category wetland under the DBCAs Geomorphic Wetlands of the Swan Coastal Plain

dataset (UFI 13316). This system is also registered under the Directory of Important Wetlands in Australia (WA091) which consists of an area of approximately 3,300 hectares.

Overall, the system provides as a nursery for fish species, a migration stop-over for shorebirds as well as feeding grounds for many other species. Whilst this system as a whole is an important wetland system which supports many functions as well as flora and fauna species, when considering the extent of the clearing within a 3,300 ha system, the impacts of the clearing is not likely to be significant. It is also to be noted when considering the site context, areas of better condition seagrass exist outside the application area. The PTA also have a detailed CEMP to mitigate impacts to the Swan-Canning Estuary and as a requirement of the Development Approval must produce site specific CEMP's.

Water Quality

Noting the application occurs within the Swan-Canning Estuary and given clearing is a result of piling works, the proposed clearing may impact surface water quality. Without appropriate management measures, clearing through piling may cause sedimentation and turbidity. Noting the species to be removed are shallow rooted seagrass species and macro algae, and given clearing will also result from infrastructure shading, the overall impacts of clearing itself are unlikely to be long term or significant and can be managed through mitigation measures (AECOM, 2025). Whilst clearing is unlikely to significantly impact on water quality, other processes of construction and operation may result in impacts to water quality; this however is out of scope of the clearing assessment. To ensure water quality is managed, the applicant has demonstrated management measures in the CEMP, which relate to both mitigation of water quality during clearing as well as construction and operation. The CEMP outlines the following water quality management measures related to clearing:

- install silt curtains during the construction around the development envelope and ensure consistent integrity of the curtains,
- implement shutdown thresholds in the event sediment plumes are observed outside the silt curtains and/or if severe weather conditions are forecast,
- daily water quality monitoring, and;
- daily visual monitoring for plumes.

More detailed water quality management measures related to the project are available in the CEMP (PTA, 2025b.) It is also to be noted ongoing water quality protection including monitoring is a condition of the development approval as part of the site specific CEMPs which require approval from the WAPC and DBCA before construction commences.

Conclusion

Based on the above assessment, and noting the additional approvals required under other legislation the clearing is unlikely to significantly impact on water resources or water quality of the Swan River. Any temporary and isolated risk to water quality associated from clearing can be appropriately manage through the mitigation measures as outlined above.

Conditions

No water resource or water quality conditions required.

3.3. Relevant planning instruments and other matters

In accordance with section 51O(4) of the EP Act, in considering a clearing matter, the Delegated Officer shall have regard to any development approval, planning instrument, or other matter, that they consider relevant. The planning instruments and other matters considered relevant by the Delegated Officer in determining to grant Clearing Permit CPS 11282/1, are outlined below.

Development approval

Under provisions of the *Planning and Development Act, 2005, d*evelopment approval (DA) for the proposed clearing was referred to the Western Australian Planning Commission (WAPC) for a determination noting the application area is managed under the *Swan Canning River Management Act 2026*. During the assessment the PTA provided evidence that DA was issued from the WAPC on 6 January 2026 for the Matilda Bay site and 7 January 2026 for the Applecross site. The DA is subject to several conditions including requirements to prepare a site specific CEMP submitted and approved to the satisfaction of the WAPC and to the specifications of the DBCA and for the Applecross site the City of Melville. Prior to operation the DA also conditions an Environmental Management System is to be submitted and approved to the satisfaction of the WAPC with advice from DBCA. The delegated officer was satisfied that Development Approval had been granted and was satisfied that other environmental impacts associated with the works are appropriately managed through the DA.

Necessity of the clearing

DWER's 'guide to the assessment of applications to clear native vegetation' (DER, 2013) indicates that the necessity of the clearing is an 'other relevant matter' to be considered when making decisions as to whether a clearing permit should be granted. The assessment guideline prioritises clearing for public use over private benefit or commercial gain (DER, 2013).

In considering the clearing permit application, the Delegated Officer had regard to the fact that the proposed clearing is necessary to facilitate improve accessibility and ease pressure on existing infrastructure and public transport within the riverside precincts of Perth, whilst also improving tourism and economic benefit for these areas. The additional ferry network on the Swan River is expected to assist in reducing peak hour traffic and reduce travel times for commuters between the two sites and Elizabeth Quay (Element Advisory, 2025a&b).

Local Government Authorities

The City of Perth advised DWER that the development approval for the proposed Matilda Bay Ferry Terminal was presented to the City's Special Council Meeting on 28 October 2025, where the council resolved to forward its recommendations to the Western Australia Planning Commission who are the decision maker in this instance and had no further comment (City of Perth, 2025).

The City of Melville advised DWER that the City received a development application for the Applecross Ferry Terminal on 9 September 2025 and provided recommendation to the Department of Planning Lands and Heritage on 17 October 2025. This development application included limited details of the proposed native vegetation clearance. During a Meeting of Council, held on 14 October 2025, the City of Melville recommended that the WAPC delay its consideration of the proposal until technical considerations of ecological impacts, coastal processes and foreshore management are addressed. The City also recommends a Construction Management Plan and Foreshore Management Plan are provided prior to the commencement of the development, which would need to include consideration of native vegetation clearance. The City has no objections to the proposal to clear native vegetation under the *Environmental Protection Act 1986.* The City supports a commitment to protect the estuary's seagrass meadows and requests the disturbance to estuarine habitat be kept to a minimum (City of Melville, 2025). It is to be noted that the WAPC DA considered the City of Melville's comments in the DA determination and implemented specific conditions accordingly.

Swan and Canning Development Control Area

During the assessment DWER sort comment from DBCA noting the application area is situated within the Swan and Canning Development Control Area, managed under the *Swan and Canning Rivers Management Act 2006.* DBCA advised the proposal to construct and install new jetty and ferry terminals, including the proposed clearing of seagrass, is being processed pursuant to Clause 45 of the Metropolitan Region Scheme (MRS). As the proposed development is situated within the Swan Canning Development Control Area, the development application requires determination by the WAPC consistent with advice from the DBCA.

DBCA have provided significant pre-lodgement advice to the PTA particularly relating to design and potential impacts of the new infrastructure as well as advice on seagrass/benthic habitat surveys. The DBCA also provided recommendations to the WAPC in relation to the conditions associated with the DA, particularly relating to site specific CEMPS. The DBCA advice also identified the Swan River Trust resolved to support the WAPC in approving the proposed jetty and ferry terminals.

Aboriginal Heritage

The application area is mapped within the Swan River site of significance for creation and dreaming narrative. It is the permit holder's responsibility to comply with the *Aboriginal Heritage Act 1972* (WA) and ensure that no Aboriginal Sites of Significance are damaged through the clearing process.

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End

Appendix A. Additional information provided by PTA

Since the application was accepted for assessment on 29 October 2025, additional information was provided by the applicant as summarised in Table 1 below:

Table 1. Summary of additional information provided by the applicant for CPS 11282/1

Summary of comments	Consideration of comment
In response to formal requests for further information issued by DWER, the applicant provided the following additional information (PTA, 2025):	The additional information was considered as follows:
Additional avoidance and mitigation • The mitigation hierarchy was applied throughout the project planning and does not consider the residual environmental impacts from the clearing to be significant. Avoidance: • Five potential terminal locations were assessed with consideration given the benthic habitat mapping and bathymetry to avoid the need for dredging and minimise direct (pilling) and indirect (shading and smothering) impacts to the seagrass and macroalgae. • The proposed terminals intend to utilise existing infrastructure where possible landside to minimise terrestrial disturbance. • Design has been considered to utilise deeper water to avoid dredging Mitigation: • As noted in the supporting documents provided whilst the total permit area is 0.63ha (i.e. inside the 'development' boundary on plans approved by the WAPC), the impact to seagrass and macroalgae is anticipated to align with the 'limit of works' boundary on plans approved by the WAPC. The area between the two boundaries will temporarily contain the vessels and equipment required to construct the terminals. • Construction of the terminals will involve installation of hollow steel piles by barge-mounted crane. Alternative construction methodologies such as temporary causeways, which would result in greater impacts, are not proposed. • Sediment curtains will be installed to limit the extent of sediment dispersal and potential smothering of seagrass and macroalgae during construction.	Implementation of the mitigation hierarchy are considered in Avoidance and mitigation measures (see Section 3.1),
Evidence of planning approval On 19 January 2026 the PTA provided DWER a copy of the WAPCs Approval to Commence Development for both the Matilda Bay and Applecross sites. The application for approval to commence development in accordance with the plans submitted thereto is granted subject conditions	Planning approvals is considered in Planning and other matters (see Section 3.3)
Justification for not utilising alternative locations: The Matilda Bay terminal location was selected following a comprehensive multi-criteria analysis of five potential sites. The multi-criteria analysis considered environmental impacts, transport connectivity, waterways safety, and the needs of both water and land users associated with terminal development and vessel operation. The multi-criteria analysis was supported	Justification for the site selection is considered in the avoidance and mitigation measures (see Section 3.1)

Summary of comments	Consideration of comment
by desktop environmental assessments of each of the potential terminal locations. The assessments drew on available information relating to conservation areas, flooding risk, threatened ecological communities, seagrass distribution, habitat for threatened and migratory fauna species, and bathymetry. In addition, site-based environmental investigations were undertaken within Matilda Bay by specialist consultants. When assessed against all criteria, the central Matilda Bay option was identified as the preferred location. Other sites, including those near JoJo's and Pelican Point, were found to be less suitable due to higher environmental impacts, reduced connectivity, and greater risk to safety.	

Appendix B. Details of public submissions

DWER advertised the application on 30 October 2025 for 21 calendar days. A total of 21 individual submissions were received. Where submissions raised similar concerns, consideration of the comments provided were combined into one ground of submission to allow a more streamlined response. DWER's consideration of the submissions are summarised in Table 2.

Table 2: Details of public submissions (Submissions, 2025) and DWER's consideration of matters raised.

Summary of comments	Consideration of comment
At variance to principle a: Seagrass is critical habitat for biodiversity providing benefits for the environment. Whilst in itself seagrass meadows consists of low plant biodiversity the ecosystem creates rich diversity providing food and shelter for many organisms and as a nursery ground for fish.	Consideration of impacts to biodiversity and the assessment against clearing principle a, is summarised in Appendix D. Noting the extent of the seagrass proposed to be cleared and the extent of seagrass mapped within the Swan River system (refer principle (e) in Appendix D), impacts are not considered to be significant.
At variance to principle b: Estuarine sea grasses are essential for the maintenance of the five indigenous hardyhead species of fish which attach their eggs to the seagrass, which in turn feeds herring and mullet. Seagrass is also an important food source for the black swan, crustaceans including blue manna crab and Western school prawns. Concerns were raised that black swans will leave Matilda Bay and not return.	Consideration of impacts to fauna listed under the BC Act. and the assessment against clearing principle b is summarised in Appendix D. Noting the extent of the proposed clearing and disturbance to native vegetation, impacts to conservation significant fauna are considered minimum.
At variance to principle d: The Swan River comprises of an ecological community of the threatened Indo-Pacific bottlenose dolphin which the seagrass in Matilda Bay supports.	Noting the extent of the proposed clearing, impacts to bottlenose dolphin from the clearing of seagrass is considered minimum, noting the extensive feeding grounds available within the Swan River system post clearing.
At variance to principle e: *Halophila ovalis*, (paddleweed) is the dominant seagrass in the Swan-Canning Estuary, which is fragile and is easily detached by wave action. Remnant native vegetation within the Swan River has been extensively modified. Studies have shown there is a decline in seagrass from 600ha to 400ha.	Consideration of impacts to significant remnant vegetation and the assessment against clearing principle e is summarised in Appendix D. Noting the application area includes small, isolated patches of seagrass, macroalgae and mixed assemblages, and noting better quality, intact seagrass

Summary of comments	Consideration of comment
	meadows will be left uncleared, overall impacts to the remnant seagrass vegetation on the Swan River are considered very minimal from the proposed clearing.
At variance to principle f: The disturbance is located within the Swan-Canning Estuary which is listed in the Directory of Important Wetlands. Whilst the supporting documents state the clearing is minor, any impacts to seagrass and macroalgae are considered significant to a system already under stress. When seagrass communities are weakened algal blooms affect waterways.	Consideration of impacts to clearing within a wetland and or watercourse and the assessment against clearing principle f is addressed in section 3.2.2 Water Resources and is summarised in Appendix D. While impacts to the Swan River wetland system are likely from the proposed clearing, noting the extent of the clearing and existing boat and private ferry operations on the river, impacts from the proposed clearing itself on the mapped wetland system are not considered significant.
At variance to principle g: The clearing of the seagrass within Matilda Bay with regular ongoing ferry wash will contribute to the unnatural erosion of the bay and the beach sand as well as the nearby Pelican Point	Consideration of impacts clearing has on land degradation risks is summarised in Appendix D. The consideration of boat wash is considered out of scope of the assessment of the clearing of native vegetation. Noting the detailed management measures proposed under PTA's CEMP (available to view from Index of /permit/11282), any minor land degradation impacts from the proposed clearing of a very small area of seagrass vegetation is not considered to be significant.
At variance to principle h: The Matilda Bay Site is adjacent to an A Class Nature Reserve (Pelican Point). Concerns were raised that the disturbance to seagrass and macroalgae is likely to impact on the ecological integrity of the seagrass and long term impacts are unlikely to be minimal and limited to residual shading beneath the constructed jetty or terminal structure. Regular ferry movements adjacent to Pelican Point Marine Park, will threaten the seagrass but also the shoreline and saltmarsh community. Sediment caused during construction and through ferry movement will be dispersed over the Pelican Point Marine Park reducing sunlight and impacting the seagrass. The Swan Canning River Protection Strategy is in place to manage and maintain seagrass communities, this project goes against the strategy.	Consideration of impacts to conservation areas and the assessment against clearing principle h is summarised in Section 3.1.1 above and summarised in Appendix D.
At variance to i: Clearing of Matilda Bay with ongoing ferry wash and ferry discharges will deteriorate water quality	Consideration of impacts clearing has on water quality is summarised in Section 3.2.2 above and under Appendix D. The impacts of ongoing ferry wash and discharge are however considered out of scope for the clearing permit application. These impacts are addressed in the WAPC approval.

Summary of comments	Consideration of comment
The environmental impacts of the project have not been correctly modelled or understood.	The applicant provided sufficient supporting information to facilitate the assessment of the impacts of clearing. Refer to Section 3 assessment of impacts on environmental values.
The application area is situated within an Aboriginal Heritage and local WA heritage site, which should be preserved.	Heritage is considered in Section 3.3 Relevant planning and other matters. PTA have advised that construction activities will be undertaken in a manner that ensures the conservation and protection of Aboriginal cultural heritage and in compliance with all approvals, this CEMP and the site-specific CEMPs (PTA, 2025b).
There has been no consideration to replacing or substituting the cleared native vegetation. There has also been no costing release to replace the cleared vegetation as part of the business case for the project.	Noting the extent of the clearing and the environmental values present, the assessment determined there is no significant residual impact, therefore an offset including revegetation cannot be a condition of the permit. Given this implementing seagrass revegetation is at the applicant's discretion. It is to be noted the DBCA advised during the consultation process the PTA have identified opportunities to enhance seagrass habitat within the development footprint and DBCA will continue to encourage the PTA to further investigation seagrass habitat improvement. Costing and business cases related to the project are considered out of scope for the clearing assessment.
The application should be deferred until there is an updated estimate on the distribution of remnant native seagrass, specifically in Matilda Bay and the Canning River, to make a final determination on the significance of the seagrass which is to be removed.	The assessment of impacts on seagrass is summarised in Appendix D. The PTA provided a Benthic Habitat Assessment (BMT, 2025) as supporting evidence to assess the impacts to seagrass. A publicly available DBCA study showing updated seagrass density and distribution mapping in the Swan Canning Estuary was also utilised during the assessment (DBCA, 2025a). Noting the survey and the DBCA study, sufficient data was available to appropriately assess the environmental impacts of the clearing.
Visually a long jetty with frequent ferries would spoil the aesthetic of Matilda Bay	Consideration of aesthetics is considered out of scope of the clearing assessment as it is associated with the end land use. These impacts can be managed under the PD Act.
Drilling of pylons may expose contaminated soils. No Acid Sulphate Soil (ASS) investigation has been proposed and there is no ASS Management guideline for the project	Given seagrass are shallow rooted species, the removal of the vegetation is unlikely to expose ASS. Whilst the construction does include piling, this was a matter considered in the development approval. The PTA provided a CEMP which identifies ASS management (PTA, 2025b), and as a condition of the DA site specific CEMP are required prior to construction which are to include ASS management.

Summary of comments	Consideration of comment
The PTA has not demonstrated the removal of seagrass is unavoidable or that alternative ferry landing locations or design modifications have been exhausted. A ferry at JoJo's would be more appropriate for both residents of the area and University Students, the Matilda Bay location would see less use when students are not on campus. Existing infrastructure such as JoJo's jetty should be utilised rather than building new infrastructure.	During the assessment DWER requested additional information regarding alternative locations (refer to appendix A and Section 3.1 Avoidance and mitigation measures).
Significant secondary impacts exist including: • Increased turbidity and reduced light penetration, further harming adjacent seagrass; • Erosion and altered sediment movement; • Ongoing disturbance from ferry wake, which may prevent regrowth and widen the area of impact; • Impacts to recreation and education values at Matilda Bay, which is used heavily by the public, university groups, and conservation organisations for environmental studies.	Operational impacts are considered out of scope for the clearing assessment. As a condition of the planning approvals site specific CEMPs, Foreshore Management plans and Environmental Management Systems are to be produced and implemented prior to commencement of works which addresses these concerns
The application is inconsistent with state environmental objectives including: • Biodiversity conservation, through loss of critical habitat; • Water Quality Protection, as removal contributes to destabilisation and turbidity; and, • Marine Environmental Health, given the high ecological value of the Matilda Bay embayment. Approving the removal sets a precedent that high-value marine vegetation can be cleared for discretionary infrastructure rather than avoided through planning.	The proposal was submitted to the Environmental Protection Authority (EPA) for assessment and it was determined the proposal did not require EPA assessment as the likely environmental effects of the proposal are not so significant or unmitigated as to warrant formal assessment under Part IV of the EP Act. It was determined that other legislation and Part V of the EP Act can mitigate environmental impacts. For more information please refer to the EPA's determination (EPA, 2025).
The project further reduces parking and will increase traffic in the area.	This is considered out of scope of the clearing assessment.
There is a safety risk with the construction phase as large machinery will be brought into the area. This large machinery has the potential to pollute the waterways	This is considered out of scope for the clearing assessment.
The timeframe of the construction is likely to extend longer than advertised, which negatively impacts the users of Matilda Bay	This is considered out of scope for the clearing assessment. Any impacts to other users during construction will be temporary.

Appendix C. Site characteristics

C.1. Site characteristics

Characteristic	Details
Local context	The application area is situated on the riverbed of two locations within the Swan-Canning Estuary and requires the removal of 0.63 hectares of seagrass and macroalgae. The application area is situated within the intensive land use zone of Western Australia and is situated adjacent to urban areas utilised as regional open space.
Ecological linkage	The Applecross application area is situated within the Perth Regional Ecological Linkage (37)
Conservation areas	The application area is situated within the Swan River vested under the Swan River Trust.
Vegetation description and condition	The Benthic Communities and Habitat Assessment (BMT, 2025), identified the application area consists of moderate to dense seagrass and macroalgae. Within Matilda Bay of the 3.17 hectares surveyed • 0.46 hectares is moderate to dense seagrass • The remaining 2.71 hectares is sand. Within the Applecross location of the 1.70 hectares surveyed: • 0.26 hectares is moderate to dense seagrass, • 0.01 hectares is sparse seagrass, • 0.21 hectares is moderate to dense seagrass and macroalgae • 0.02 hectares is sparse seagrass and macroalgae, and; • 1.19 hectares is sand.
Climate and landform	Perth consists of a mediterranean climate with annual mean temperatures of 24.9 degrees Celsius and annual mean minimums of 13 degrees Celsius. Typically February has the highest mean temperatures and July has lowest mean temperatures. Annual rainfall averages 720.3 millimetres (BOM, 2026)
Soil description	There is no other soil mapping data available for the application area noting the area is situated within the Swan Canning Estuary.
Land degradation risk	Available databases indicate there is a high to moderate risk of ASS within both sites. There are no other mapped land degradation risks within the application area.
Waterbodies	The desktop assessment indicates the application area is located within the Swan-Canning Estuary which is mapped within the Directory of Important Wetlands in Australia. This wetland system is a conservation category system.
Hydrogeography	The application area is situated within the Perth Groundwater Area.
Flora	Within the local area there are 173 recorded conservation significant flora species of which 45 are considered threatened, 126 are priority flora and one is presumed extinct. Of the conservation significant flora species found within the local area, none of these species are known to occur within the riverbed or in saline conditions.
Ecological communities	The application area is not mapped within an ecological community.
Fauna	The desktop assessment identified a total of 8,105 records, consisting of 91 conservation significant fauna have been recorded within the local area (10-kilometre radius of the application area). the nearest mapped record is located 179 metres from the application area.

Appendix D. Assessment against the clearing principles

Assessment against the clearing principles	Variance level	Is further consideration required?
Environmental value: biological values		
Principle (a): *"Native vegetation should not be cleared if it comprises a high level of biodiversity."* Assessment: The application area does not contain locally or regionally significant flora, fauna or habitats. The benthic habitat assessment also identified the seagrass is predominantly two species (*Halophila decipiens* and *Halophila ovalis*), and whilst fauna may occasionally utilise the application area, they are likely to be transient visitors. Given this the application area is unlikely to contain high biodiversity (BMT, 2025). Also noting the extent of the clearing and the condition of the vegetation the proposed clearing is unlikely to impact on biodiversity.	Not likely to be at variance	No
Principle (b): *"Native vegetation should not be cleared if it comprises the whole or a part of, or is necessary for the maintenance of, a significant habitat for fauna."* Assessment: The application area does not contain critical habitat for conservation significant fauna listed under the BC Act.	Not likely to be at variance	No
Principle (c): *"Native vegetation should not be cleared if it includes, or is necessary for the continued existence of, threatened flora."* Assessment: The application area is unlikely to contain habitat for flora species listed under the BC Act.	Not likely to be at variance	No .
Principle (d): *"Native vegetation should not be cleared if it comprises the whole or a part of, or is necessary for the maintenance of, a threatened ecological community."* Assessment: The application area does not contain species that can indicate a threatened ecological community.	Not likely to be at variance	No
Environmental value: significant remnant vegetation and conservation areas		
Principle (e): *"Native vegetation should not be cleared if it is significant as a remnant of native vegetation in an area that has been extensively cleared."* Assessment: Available databases do not map the extent of marine vegetation in the local area. However, a DBCA study in 2023 identified the seagrass cover within the shallow areas of the Swan-Canning Estuary comprises of 590 hectares of seagrass (DBCA, 2025a). These seagrass meadows have fluctuated over time with studies from 1976 identifying seagrass cover of 568 hectares and another study from 2019 shows cover at 600 hectares (DBCA, 2025a). Noting the extent of seagrass within the Swan Canning Estuary and given the extent of the clearing is less than one percent, the vegetation proposed to be cleared is not considered to be a significant remnant.	Not likely to be at variance	No
Principle (h): *"Native vegetation should not be cleared if the clearing of the vegetation is likely to have an impact on the environmental values of any adjacent or nearby conservation area."*	At variance	Yes

Assessment against the clearing principles	Variance level	Is further consideration required?
Assessment: The application area is situated within the Swan River Trust Conservation Area. Given this the clearing may have an impact on the environmental value of the conservation areas.		*Refer to Section 3.2.1, above.*
Environmental value: land and water resources		
Principle (f): *"Native vegetation should not be cleared if it is growing in, or in association with, an environment associated with a watercourse or wetland."* Assessment: The application area is located within the Swan-Canning estuary, which is a conservation category wetland system and is mapped within the Directory of Important Wetlands in Australia.	At variance	Yes *Refer to Section 3.2.2, above.*
Principle (g): *"Native vegetation should not be cleared if the clearing of the vegetation is likely to cause appreciable land degradation."* Assessment: There are no mapped land degradation risks within the application area and given the vegetation to be cleared is seagrass and macroalgae it is unlikely the clearing will have an appreciable impact on land degradation. Whilst the mapped soils do comprise of a high to moderate risk of ASS, the removal of the vegetation (no deep trenching proposed) is not likely to exacerbate this risk.	Not likely to be at variance	No
Principle (i): *"Native vegetation should not be cleared if the clearing of the vegetation is likely to cause deterioration in the quality of surface or underground water."* Assessment: Given the application area is located within the Swan-Canning Estuary, which is listed in the Directory of Important Wetlands, surface water quality is likely to be impacted by the proposed clearing.	May be at variance	Yes *Refer to Section 3.2.2, above.*
Principle (j): *"Native vegetation should not be cleared if the clearing of the vegetation is likely to cause, or exacerbate, the incidence or intensity of flooding."* Assessment: Given the application area is within a large estuary system and noting the extent of the clearing, flooding is unlikely to be exacerbated.	Not likely to be at variance	No

Appendix E. Sources of information

E.1. GIS databases

Publicly available GIS Databases used (sourced from www.data.wa.gov.au):

- 10 Metre Contours (DPIRD-073)
- Aboriginal Heritage Places (DPLH-001)
- Cadastre (LGATE-218)
- Contours (DPIRD-073)
- DBCA – Lands of Interest (DBCA-012)
- DBCA Legislated Lands and Waters (DBCA-011)
- Directory of Important Wetlands in Australia – Western Australia (DBCA-045)
- Environmentally Sensitive Areas (DWER-046)
- Flood Risk (DPIRD-007)
- Groundwater Salinity Statewide (DWER-026)
- Hydrography – Inland Waters – Waterlines
- Hydrological Zones of Western Australia (DPIRD-069)
- IBRA Vegetation Statistics
- Imagery
- Local Planning Scheme – Zones and Reserves (DPLH-071)
- Native Title (ILUA) (LGATE-067)
- Offsets Register – Offsets (DWER-078)
- Pre-European Vegetation Statistics
- Public Drinking Water Source Areas (DWER-033)
- Ramsar Sites (DBCA-010)
- Regional Parks (DBCA-026)
- Remnant Vegetation, All Areas
- RIWI Act, Groundwater Areas (DWER-034)
- RIWI Act, Surface Water Areas and Irrigation Districts (DWER-037)
- Soil Landscape Land Quality – Flood Risk (DPIRD-007)
- Soil Landscape Land Quality – Phosphorus Export Risk (DPIRD-010)
- Soil Landscape Land Quality – Subsurface Acidification Risk (DPIRD-011)
- Soil Landscape Land Quality – Water Erosion Risk (DPIRD-013)
- Soil Landscape Land Quality – Water Repellence Risk (DPIRD-014)
- Soil Landscape Land Quality – Waterlogging Risk (DPIRD-015)
- Soil Landscape Land Quality – Wind Erosion Risk (DPIRD-016)
- Soil Landscape Mapping – Best Available
- Soil Landscape Mapping – Systems
- Wheatbelt Wetlands Stage 1 (DBCA-021)

Restricted GIS Databases used:

- ICMS (Incident Complaints Management System) – Points and Polygons
- Threatened Flora (TPFL)
- Threatened Flora (WAHerb)
- Threatened Fauna
- Threatened Ecological Communities and Priority Ecological Communities
- Threatened Ecological Communities and Priority Ecological Communities (Buffers)

E.2. References

AECOM (2025) METRONET on Swan Ferry Expansion: Perth to Applecross. NVCP Supporting Document. Received 30 September 2025 (DWER Ref: DWERDT1205224)

BMT (2025) Benthic Communities and Habitat Mapping Report. Swan River Ferry Extension – Perth to Applecross (DWER Ref: DWERDT1219396)

Bureau of Meteorology (BOM) (2026) *Climate statistics for Australian Locations; Summary statistic Perth Metro (009225)* Available from: Climate statistics for Australian locations (accessed 30 January 2026)

City of Melville (2025) *Advice for clearing permit application CPS 11282/1,* received 12 November 2025 (DWERDT1228441)

City of Perth (2025) *Advice for clearing permit application CPS 11282/1*, received 4 November 2025 (DWER Ref: DWERDT1223239).

Commonwealth of Australia (2001) *National Objectives and Targets for Biodiversity Conservation 2001-2005*, Canberra.

Department of Biodiversity, Conservation and Attractions (DBCA) (2025a) *Updated seagrass density and distribution map for the Swan Canning Estuary*

Department of Biodiversity, Conservation and Attractions (DBCA) (2025b) *Swan Canning Waterways Branch advice for clearing permit application CPS 11282/1*, received 11 November 2025. Department of Biodiversity, Conservation and Attractions, Western Australia (DWER Ref: DWERDT1227898).

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Element Advisory (2025a) *METRONET on Swan Ferry Service Expansion Matilda Bay Ferry Terminal Development Application* Available from: Matilda Bay_Application Planning Report.pdf

Element Advisory (2025b) *METRONET on Swan Ferry Service Expansion Applecross Ferry Terminal Development Application.* Avalible from: Applecross_Applicant Planning Report.pdf

Public Transport Authority of Western Australia (PTA) (2025a) *Clearing permit application CPS 11282/1*, received 30 September 2025 (DWER Ref: DWERVT20056~2).

Public Transport Authority (PTA) (2025b) *METRONET on Swan Ferry Service Expansion: Perth to Applecross. Construction Environmental Management Plan* (DWER Ref: DWERDT1217042)

Public Transport Authority (PTA) (2025c) METRONET on Swan Ferry Expansion Project Overview Fact Sheet July 2025. Retrieved from: Ferry Service Expansion_Project Overview_July 2025.pdf

Public Transport Authority (PTA) (2025d) METRONET on Swan Ferry Expansion. Applecross Terminal Factsheet. October 2025. Available from Ferry Service Expansion_Applecross Terminal_October 2025.pdf

Public Transport Authority (PTA) (2025d) METRONET on Swan Ferry Expansion. Matilda Bay Terminal Factsheet. October 2025. Available from: Ferry Service Expansion_Matilda Bay Terminal_October 2025.pdf

Public Transport Authority (PTA) (2026) Response to DWER's request for further information. (DWER Ref DWERDT1256107)

Submission (2025) *Public submission in relation to clearing permit application CPS 11282/1,* received 17 to 19 November (DWER Ref: DWERDT1231270, DWERDT1230838, DWERDT1231161, DWERDT1233561, DWERDT1233686, DWERDT1233699, DWERDT1233711, DWERDT1233733, DWERDT1234150, DWERDT1234145, DWERDT1234115, DWERDT1234108, DWERDT1234096, DWERDT1234087,

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