

PMRA Guidelines and Discussion Points for Jetties and Boat-Lifters, 2009

The need for Guidelines

Jetties and Boat Lifters have consistently been the cause of most conflict issues between residents in our Canal estate. In 2004, the City of Mandurah implemented a review and adoption of new by-laws. PMRA made significant submissions, some of which were adopted. The bylaws are again about to be reviewed.

Safety issues must play a part in our planning. PMRA feels that a constant evolution of the bylaws is relevant. Jetty fabrication technology and the expectation of jetty use is rapidly changing. Frequently the jetty area is becoming the focus of activities, swimming, fishing, crabbing, canoeing and relaxing.



PMRA Canal Management sub-committee has drafted the following guidelines for the use of members and residents who may be considering building or modifying their jetty area to suit changing demands.

These guidelines are by no means definitive or enshrined in the by-laws and are only meant to provide useful insight and avoidance of conflict with neighbours. They have been compiled from comments and observations of members over many years and can, and will be, modified as appropriate contributions are received.

They will be used to influence any further changes in by-laws by the City of Mandurah, a sanctioned function of the Canal Management sub-committee of PMRA, and in our discussion with the State Government Departments (DPI and DEC) on your behalf.

Background

Most canal-front properties in Port Mandurah have a **jetty envelope** adjacent to the canal wall and a **mooring envelope** that extends beyond the jetty envelope. The size and shape of each varies with the canal frontage.

Within the jetty envelope a jetty can be constructed either in a "T", "I" or "L" shape, or as a wharf along the canal wall. Within the mooring envelope mooring piles can be installed. (see relevant by-law, Jetties and Boat Lifters, CoM 2004).

Boat lifters are varied and cause most problems for neighbours (usually loss of view, ease of access or navigation issues). They invariably involve some mechanical or floatation device and can be installed in either the jetty or mooring envelope. Permission is required for rigid structures

PLEASE PROVIDE FEEDBACK TO THIS EVOLVING PROCESS

PMRA's preferred policy positions

Modifications have been made to jetties to assist access to the water for children and the disabled as well as for other various specific and relevant uses. Some innovative and very attractive examples have been developed outside the strict guidelines. PMRA feels that some of the rules for types of structures in the Jetty envelope should be relaxed.

PMRA is actively seeking changes to the State Law (Jetties 1926) and remove any influence, and the annual impost, of the Department of Planning and Infrastructure on jetty licensing.

PMRA feels that jetties within private canal estates that have mooring envelopes within the titled area of the block, should be solely managed by local council and any costs associated with that oversight be covered under the Specified Area Rate (SAR) already levied on each property.

Permission to build a jetty should be authorised only by the City of Mandurah on the submission of a detailed structural and component drawing and after passing the same approval process as any land-based structure.

The City (maybe in conjunction with the jetty builders contractors) should provide typical engineering drawings for each of the types of jetty permitted (to ensure compliance and uniformity and reduce costs for those wishing to build a jetty).

Structural regulations

Jetties should not be built beyond a line 4 metres from each side boundary and

entirely within the jetty envelope. (eg. A 16metre wide block should only accommodate an 8metre wide jetty).

A jetty must be designed in a way that ensures it does not place a load on the canal wall (horizontal load in the case of collision from a boat or vertical load from the weight of the jetty structure).

Compliance will generally require separation of the jetty from the canal wall and a supporting pile near the canal wall.

Boats shall not occupy more than 90% of the mooring area and not extend outside mooring limits.

Boat-lifters should only be permitted within the jetty envelope.



This boat lifter is within the jetty envelope and is unlikely to obscure views or access of any neighbour

Floating boat-lifters are generally preferable to fixed mechanical structures as they can be readily removed and sold when boats are exchanged or become unserviceable.

Floating Jetties are considered to be preferable to fixed structures in many cases. This is based on appearance, boarding ease (safety) and promised service life. Their longevity and wear on support piles/anchor points will be reviewed.

Mooring piles are discouraged (experience has shown that they are often unnecessary) but when deemed necessary they must be within the mooring envelope, 4 metres inside the extended side boundaries of the property, encased in a plastic tube or galvanised, illuminated or have a reflective surface, and be capped with bird deterrent shape.



Reflective and illuminated Mooring piles



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PMRA will continue an active policy of encouraging residents to remove unwanted mooring piles and will allocate funds to subsidise extraction and disposal.

Seapens, (ie. devices that exclude water and keep hull dry as opposed to wet-skirt chemical anti-fouling systems) have significant advantages, which include no anti-fouling, they are removable, they exclude toilet use in mooring and should be acceptable within mooring envelopes.



Seapens have significant advantages and avoid the need to anti-foul permanently moored vessels.

Chemical skirt systems should be discouraged from use in canal systems because of potential pollution problems, short service life, and are difficult disposal.

Car tyres as fenders should not be permitted and timber chafers should have matching sized fender material permanently fitted.

Safety Ladders should be mandatory, animal recovery ramps should be considered by pet owners.

PMRA encourages marine diversity in the jetty precinct and supports the inclusion of “reef-balls” or any proven fish aggregating and sanctuary structures within jetty design.



“Reef-balls” are concrete bell-shaped devices that promote marine growth and provide protective and breeding habitat for marine animals and fish when installed beneath jetties.