

# Cape Peron Transport Needs Study

## Briefing Note

- The Study is City funded and prepared in consultation with State Agencies / Department of Defence.
- Considers implications of AUKUS and establishes recommended changes to road network to address increased transport demand generated by HMAS Stirling.

### Current Situation

- Parkin Street nearing capacity and performs a regional road function acting as the principal Heavy Vehicle route to access HMAS Stirling.

### Baseline Scenario (No Intervention)

From intersection of Parkin Street and Safety Bay Road:

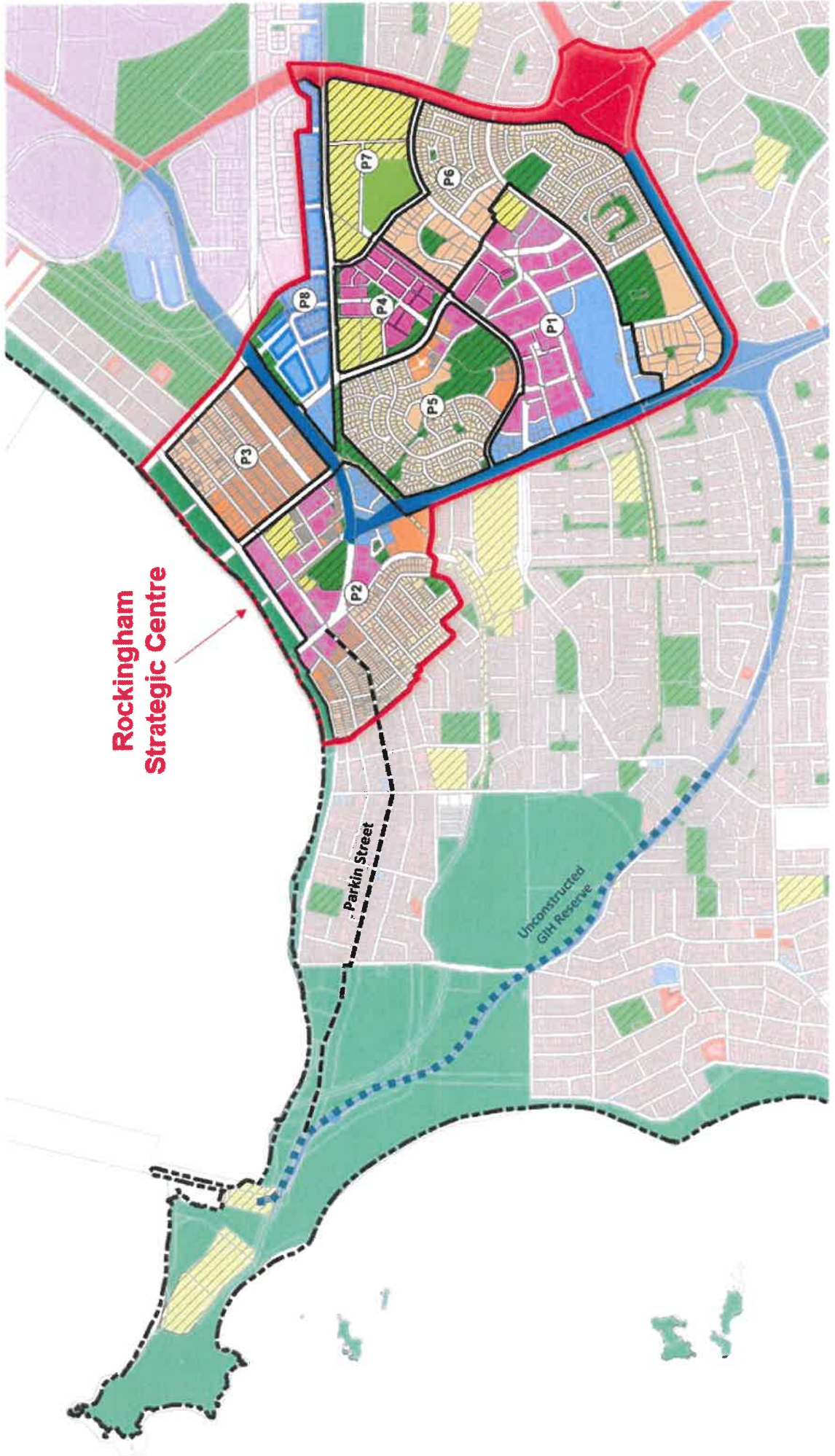
- 2.3km queue by 2030
- 3.5km queue by 2040

### Key Findings

- Upgrade intersection at Hymus Street | Parkin Street | Point Peron Road | Safety Bay Road to address traffic issues in short term (2024 – 2030).
- Garden Island Highway (GIH) recommended to be built from HMAS Stirling to Rae Road by 2030.
- GIH is the only transport option available to address long term sustained increase in activity at HMAS Stirling up to and beyond 2040.
- No other options available
  - Cannot increase capacity of existing road network
  - Solution for medium and heavy vehicle movements
- Garden Island Highway (GIH) recommended to be built from HMAS Stirling to Rae Road by 2030.

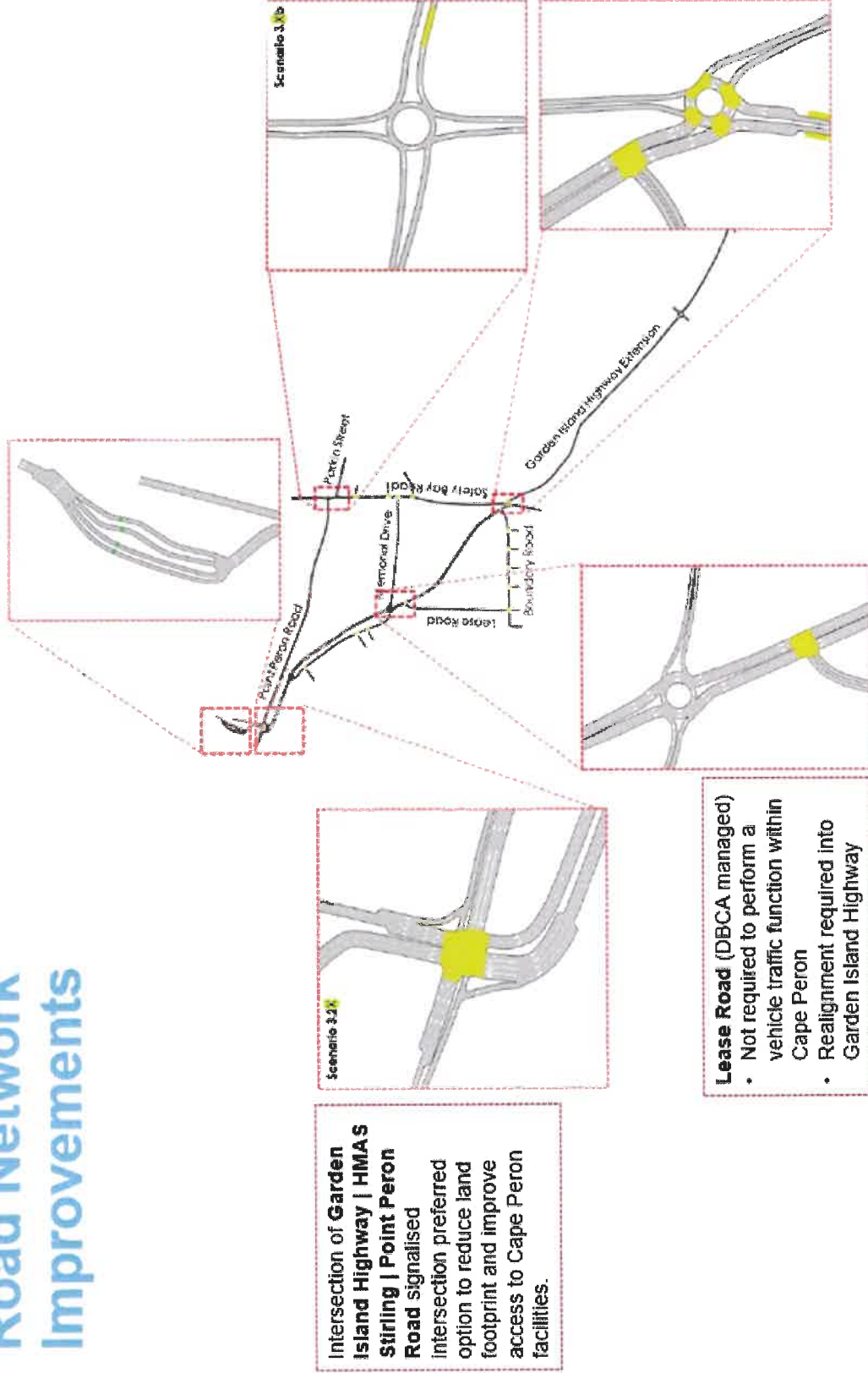
Timeframe	Recommended Actions	Responsibly
2024 - 2030	<ul style="list-style-type: none"> <li>Fund design feasibility and supporting studies to construct Garden Island Highway</li> </ul>	State and Federal Governments
	<ul style="list-style-type: none"> <li>Design Garden Island Highway and complete Environmental Studies and Approvals based on preferred design</li> </ul>	3 <sup>rd</sup> Party appointed and managed by State Government
	<ul style="list-style-type: none"> <li>Fund construction of Garden Island Highway, following approvals process</li> </ul>	State and Federal Government
	<ul style="list-style-type: none"> <li>Construct Garden Island Highway (GIH) as a single carriageway between Point Peron Road and Belgravia Terrace.</li> </ul>	City of Rockingham
	<ul style="list-style-type: none"> <li>Realign the eastern section of Point Peron Road and construct 4-way roundabout at intersection of Hymus Street   Parkin Street   Point Peron Road   Safety Bay Road.</li> </ul>	City of Rockingham
	<ul style="list-style-type: none"> <li>Construct a 4-way signalised intersection at the entry to HMAS Stirling   Garden Island Highway   Point Peron Road.</li> </ul>	Department of Defence with MRWA <i>(if commenced prior to construction of Garden Island Highway).</i>
	<ul style="list-style-type: none"> <li>Construct 3<sup>rd</sup> entry lane and checkpoint at HMAS Stirling.</li> </ul>	Department of Defence  Or as a component of broader construction of Garden Island Highway (City of Rockingham, Department of Defence and MRWA).

Timeframe	Recommended Actions	Responsibly
2030 - 2040	<ul style="list-style-type: none"> <li>Duplicate Garden Island Highway between Point Peron Road and Safety Bay Road.</li> </ul>	City of Rockingham funded by Department of Defence / State Government.
	<ul style="list-style-type: none"> <li>Duplicate Causeway Bridge, including tie-in with intersection at Garden Island Highway   Point Peron Road   HMAS Stirling entry</li> </ul>	Department of Defence
	<ul style="list-style-type: none"> <li>Construct 4<sup>th</sup> entry lane and checkpoint at HMAS Stirling entry.</li> </ul>	Department of Defence



**Rockingham  
Strategic Centre**

# Road Network Improvements



**Intersection of Garden Island Highway | HMAS Stirling | Point Peron Road** signalised intersection preferred option to reduce land footprint and improve access to Cape Peron facilities.

**Lease Road (DBCA managed)**

- Not required to perform a vehicle traffic function within Cape Peron
- Realignment required into Garden Island Highway

**Intersection of Boundary Road | Garden Island Highway | Safety Bay Road** to be subject to detailed design considering:

- Limit impact to properties;
- Contain road within established reservation;
- Not impact 'A' Class Parks and recreation Reserve;
- Limit impact to Lake Richmond & Richmond Avenue; and
- Meet AusRoads Safety Standards.

## Officer Recommendation

That Council:

1. **NOTES** the findings and recommendations of the Cape Peron Transport Needs Study;
2. **AMENDS** its advocacy position with respect to the Garden Island Highway as follows:  
*"Government support is sought to undertake a feasibility study, considering the recommendations contained within the Cape Peron Transport Needs Study, to confirm that the Garden Island Highway can be built within the existing reservation, as set aside in the Metropolitan Region Scheme for this purpose.*

*Advocacy action includes seeking a commitment from Department of Defence, Main Roads WA, Department of Planning, Lands and Heritage and/or the appropriate State Government agency to undertake necessary feasibility studies to determine viability of the project.";* and

3. **ADVOCATES** that the Federal Government financially contribute to the upgrade of the intersection of Safety Bay Road/Hymus Street, Point Peron Road and Parkin Street and the westward extension of Point Peron Road to the entry of HMAS Stirling.



# Cape Peron

## (including Mangles Bay)

### Planning Investigation Area

The State Government has endorsed recommendations to guide the future of Cape Peron.

Key recommendations are:

- a staged Class A reservation process, with Stage One – classification of around two-thirds of the peninsula – to get underway within three months of endorsement
- a comprehensive transport study to improve road access, pedestrian and cycling links, and parking
- long-term management of the remaining recreation camps
- consideration of new locations for the Cruising Yacht Club and the Mangles Bay Fishing Club.



Aerial images courtesy: City of Rockingham

## Background

Cape Peron is highly valued by Western Australians – and particularly the local community – as a coastal park in an urban setting, with significant environmental and heritage values. It supports a range of recreation activities and is home to several clubs and community uses.

The study area comprises mostly State-owned land of high environmental and heritage significance, with some historic – and complex – tenure arrangements.

A Working Group, supported by a Community Reference Group, was established to determine whether any land use changes were appropriate and to make recommendations to State Government about the future of Cape Peron.

They considered:

- tourism, commercial and low impact, short-stay accommodation opportunities
- protection of significant environmental values/assets
- coastal setbacks
- regional road requirements
- recreation and community needs and impacts
- bushfire risk/ management
- port facility requirements (if any)
- land tenure
- Aboriginal and historic heritage.

The strategy was informed by consultation with the community and key stakeholders, including online community engagement, with 853 survey responses, and 2,662 visits to an interactive map. Responses focused on:

- protecting and enhancing environmental values, including designation of a Class A reserve
- better public access with improved amenities and facilities
- recognition of Aboriginal and historic heritage
- providing greater certainty about land tenure and land uses.



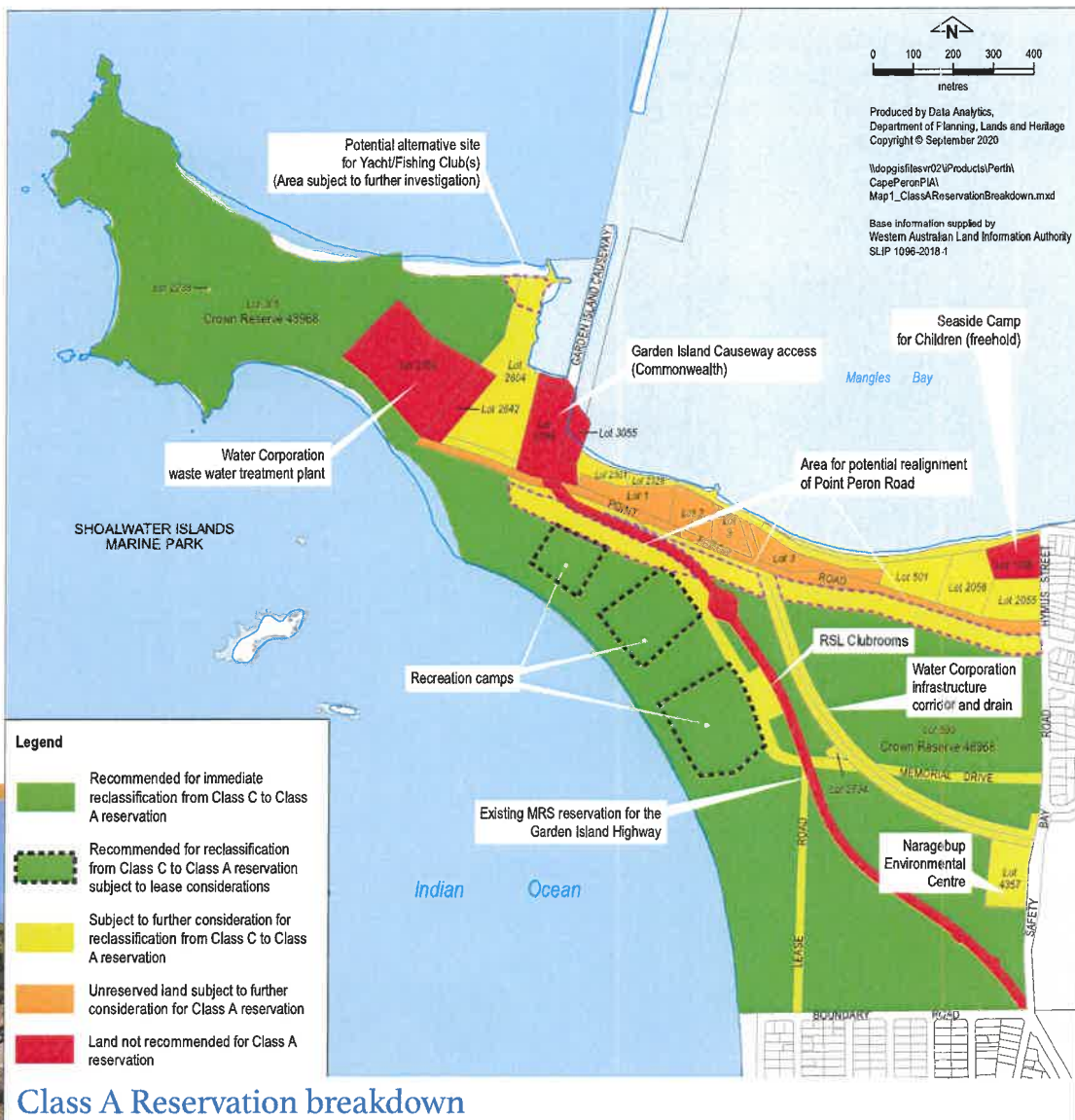
# Recommendations

The State Government has endorsed the Working Group's recommendations to guide more detailed work on implementing the strategy.

## I. Class A Reserve

Most of Cape Peron will be classified as one or more Class A reserves under the *Land Administration Act 1997* in stages:

Stage 1 comprises most of Reserve 48968, currently classified as a Class C reserve and making up around two-thirds of the entire site. Stage 1 will get underway within three months of the State Government's endorsement of these recommendations.



Stage 1 does not include:

- Memorial Drive
- Lease Road
- the Metropolitan Region Scheme (MRS) Other Regional Roads reservation for Garden Island Highway
- an area extending approximately 50 metres south of Point Peron Road (to allow for further investigations into the road alignment)
- the existing recreation camp sites
- the RSL club rooms
- an existing cleared area north of the wastewater treatment plant (under investigation as an alternative location for the fishing and yacht clubs).

Many of these areas require further work by State Government agencies and will be considered for classification as Class A reserves under following stages.

## 2. MRS amendment

The Department of Planning, Lands and Heritage will prepare an amendment to the Metropolitan Region Scheme, for consideration by the Western Australian Planning Commission, to transfer land from the Port Installations reservation to:

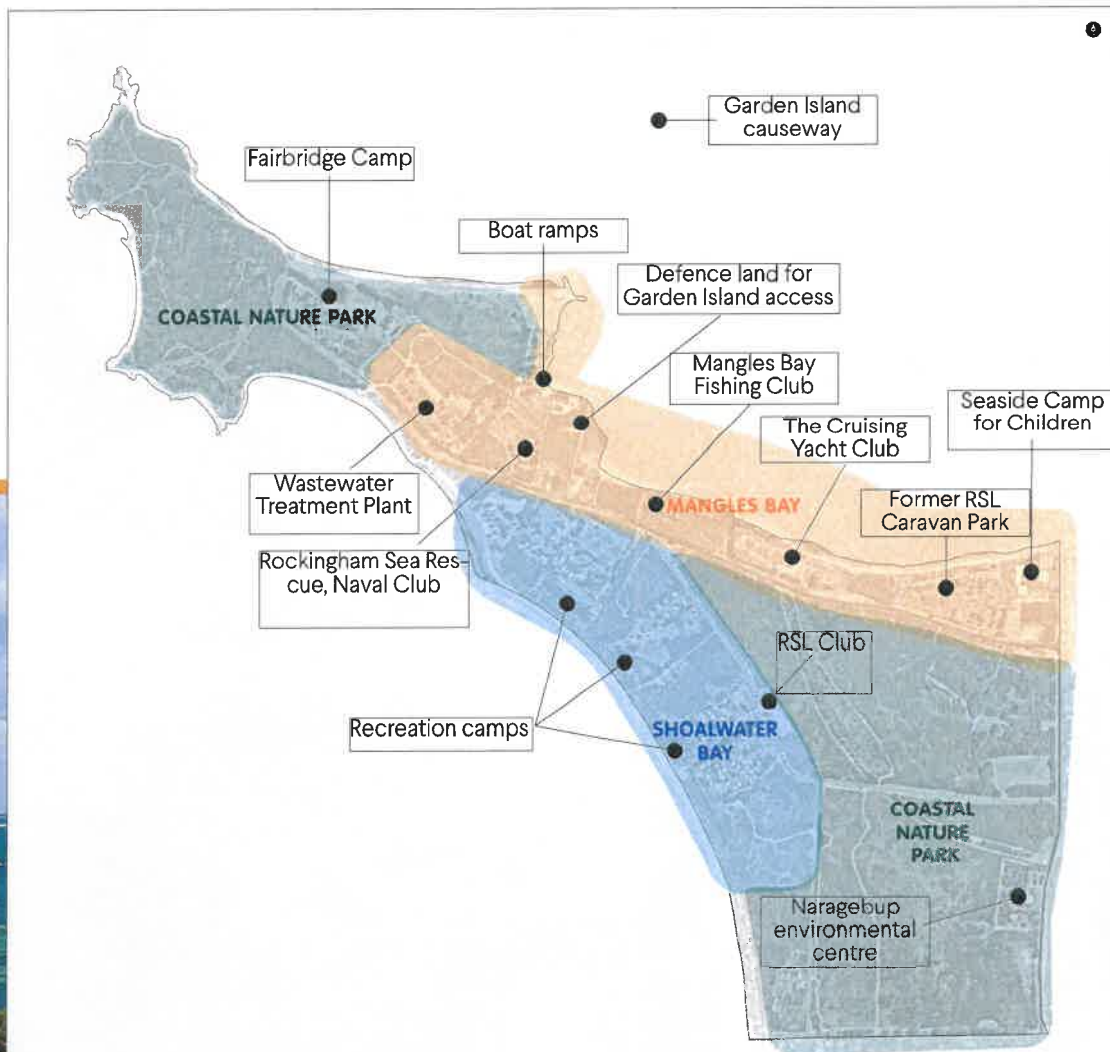
- Public Purposes – Commonwealth Government reservation, for land owned or managed by the Commonwealth
- Parks and Recreation reservation for the balance.

This work will commence within 12 months of the State Government's endorsement of the recommendation.



### 3. Precincts

The Working Group identified areas where there was expected to be little or no change, and other areas where future land uses were given more consideration. This resulted in three precincts where the Working Group identified preferred uses, opportunities and matters requiring further investigation.



Plan 5: Precincts and Existing Land Uses



## Coastal Nature Park Precinct

The Coastal Nature Park Precinct comprises the western end of the Cape, and the eastern area generally south of Point Peron Road and east of Memorial Avenue-Lease Road. These areas are largely undeveloped, with the Fairbridge camp in the west and the Naragebup environmental centre in the east.

The western end of the Cape also includes areas of Aboriginal and historic heritage significance. The Working Group considered there was unlikely to be any change to land use in these areas, and the existing cultural and environmental values should be preserved and enhanced, and public access and facilities improved.

## Mangles Bay Precinct

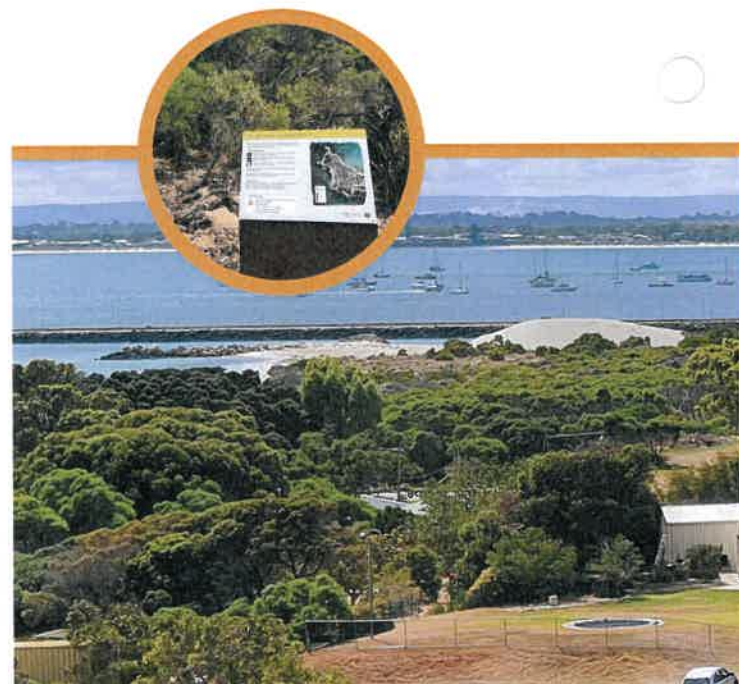
The Mangles Bay Precinct comprises the area generally north of Point Peron Road, and includes the following land uses:

- Defence (Commonwealth) land used to access the Stirling Naval Base on Garden Island
- wastewater treatment plant
- public boat ramps
- Rockingham Sea Rescue
- Naval Club
- Mangles Bay Fishing Club
- The Cruising Yacht Club
- Seaside Camp for Children (privately owned)
- former RSL caravan park (currently vacant).

The Working Group considered there was unlikely to be any change to the Commonwealth land, wastewater treatment plant, public boat ramp facilities, Rockingham Sea Rescue, Navy Club and the Seaside Camp for Children. However, the future of the yachting and fishing clubs require further consideration, given they are located within a coastal erosion hotspot – refer to recommendation 6. The Working Group considered the site of the former RSL caravan park on Point Peron Road could be suitable to be used as a caravan park again (but not for permanent residents) – this would be subject to an operator obtaining the necessary approvals.

## Shoalwater Bay Precinct

The Shoalwater Bay Precinct is generally southwest of Memorial Drive, and includes four existing recreation camps (holiday homes leased by private groups) and the RSL clubrooms, and former recreation camp sites that are now vacant. The Department of Biodiversity, Conservation and Attractions will prepare a policy about the future management of the remaining recreation camps – refer to recommendation 7. The Working Group considered the former recreation camp sites that are now vacant present an opportunity for low-impact, short-stay accommodation, such as eco-tents, 'glamping' or cabins. Further consideration will be given to this proposal as part of the preparation of the policy referred to in recommendation 7.



## 4. Garden Island Highway

The alignment and design of Garden Island Highway (identified as an Other Regional Roads reservation in the MRS) to be appropriately considered, in consultation with the Department of Defence, and cognisant of the environmental values of Cape Peron and Lake Richmond.

## 5. Transport needs

The City of Rockingham, in consultation with the Department of Planning, Lands and Heritage, and the Department of Defence, will prepare a transport study that could include:

- the local road network within the Cape Peron study area and external connections
- improved pedestrian and cycle links
- the need for additional parking at key destinations
- potential impacts on the alignment of Point Peron Road.

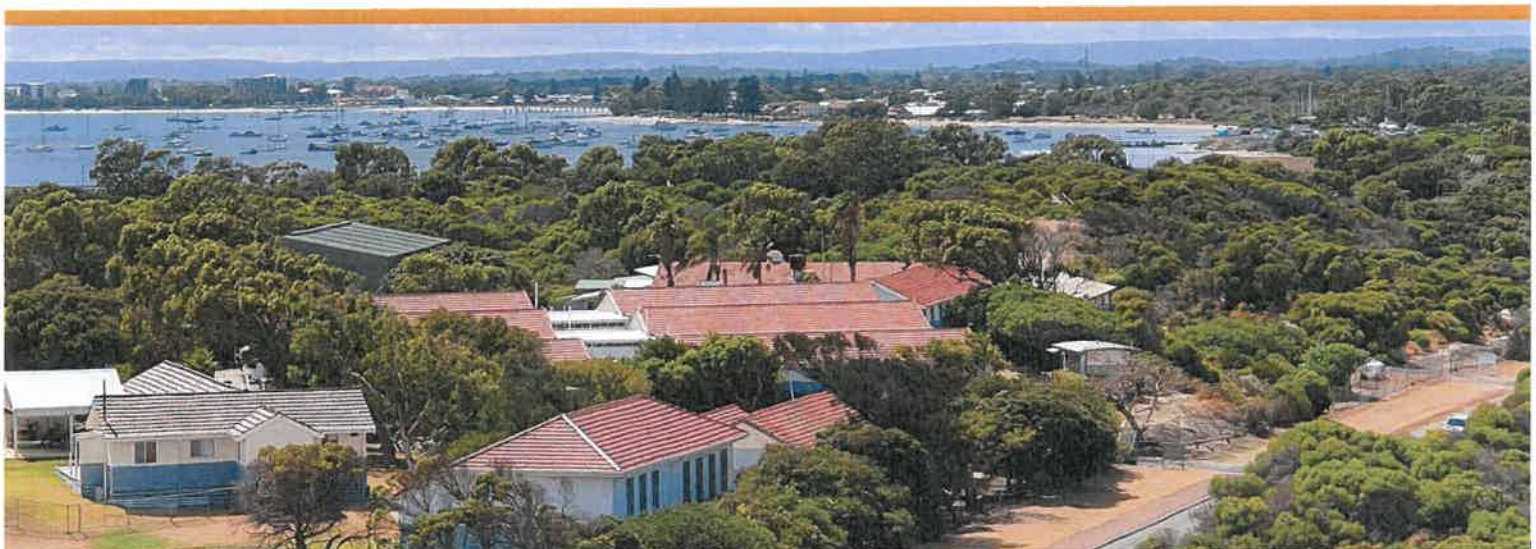
## 6. The Cruising Yacht Club and Mangles Bay Fishing Club

The Department of Transport will undertake further investigations to confirm the long-term location/s of The Cruising Yacht Club and the Mangles Bay Fishing Club at Cape Peron.

Considerations include:

- coastal erosion issues identified in the City of Rockingham Coastal Hazard Risk Management and Adaptation Plan (CHRMAP) and State Planning Policy 2.6
- potential impacts on the alignment of Point Peron Road
- the potential for facilities to be shared by the clubs
- opportunities for greater public use of the facilities
- improving the visual appearance of the facilities
- identifying appropriate locations for the clubs
- reducing environmental and coastal erosion impacts.

These investigations are to be concluded within 18 months of the State Government's endorsement.



## 7. Recreation camps

The Department of Biodiversity, Conservation and Attractions will prepare a policy for the long-term management of the remaining recreation camps, including their transition to short-term accommodation or publicly-accessible recreation areas.

## 8. Regional Park management

The Department of Biodiversity, Conservation and Attractions will consider the investigations and recommendations of the Working Group when preparing an updated Recreation Masterplan for Cape Peron/Lake Richmond and any review of the Rockingham Lakes Regional Park Management Plan, including potentially incorporating the land that is transferred from the Port Installations reservation to the Parks and Recreation reservation under the MRS.

## 9. Governance

An appropriate governance structure is to be established by the State Government to oversee the implementation of the Working Group's recommendations.



The Department of Planning, Lands and Heritage acknowledges the traditional owners and custodians of this land. We pay our respect to Elders past and present, their descendants who are with us today, and those who will follow in their footsteps.

### Disclaimer

This document has been produced by the Department of Planning, Lands and Heritage on behalf of the Western Australian Planning Commission. Any representation, statement, opinion or advice expressed or implied in this publication is made in good faith and on the basis that the Government, its employees and agents are not liable for any damage or loss whatsoever which may occur as a result of action taken or not taken, as the case may be, in respect of any representation, statement, opinion or advice referred to herein. Professional advice should be obtained before applying the information contained in this document to particular circumstances.

© State of Western Australia

Published by the  
Western Australian Planning Commission  
Gordon Stephenson House  
140 William Street  
Perth WA 6000

Locked Bag 2506  
Perth WA 6001

Published August 2021

website: [www.dplh.wa.gov.au](http://www.dplh.wa.gov.au)

email: [info@dplh.wa.gov.au](mailto:info@dplh.wa.gov.au)

tel: 08 6551 8002

fax: 08 6551 9001

National Relay Service: 13 36 77

This document is available in alternative formats on application to the Department of Planning, Lands and Heritage Communications Branch.