



Cape Peron Recreation Master Plan

September 2024



Department of Biodiversity,
Conservation and Attractions





DBCA acknowledge
the Binjareb people as
the Traditional Owners
of Rockingham Lakes
Regional Park.





Introduction

Cape Peron Reserve, located to the north-west of central Rockingham, is a popular coastal park that is managed as part of the Rockingham Lakes Regional Park by the Department of Biodiversity, Conservation and Attractions (DBCA).

The reserve includes a slender limestone headland that separates Mangles Bay from Shoalwater Bay to the south. The cape area includes several beaches, walking trails and remnants of World War II gun emplacements that were built to protect the southern approach to the Port of Fremantle.

To the east of the cape is a natural parkland area, consisting mainly of coastal shrublands, acacia shrublands and pockets of tuart and peppermint woodlands¹. Land use to the east of the cape is a mix of relatively untouched vegetated areas and long-term lease areas with shacks used for holiday accommodation.

Visitors enjoy a range of activities in the reserve including nature appreciation, dog walking, fitness, fishing, swimming, snorkelling, paddling, and recreational camps.

Of note, adjacent to the reserve on the north side of Point Peron Road are a Water Corporation plant, Point Peron boat launching facility, HMAS Stirling Naval Base causeway, Mangles Bay Fishing Club, the Cruising Yacht Club, the ex-RSL Caravan Park, and the Seaside Camp for Children.

Vision statement

Cape Peron Reserve will be managed and developed to provide high quality recreation facilities within this urban bushland area while respecting its natural and heritage values.





Purpose of this plan

DBCA has an existing management plan, released in 2010, for the Rockingham Lakes Regional Park. This update to the recreation master plan is necessary for several reasons relating to changes in land use within the area.

In 2018 it was determined that the Mangles Bay Marina tourist precinct development should be discontinued. The 2010 management plan identifies an 'area subject to further planning'² within Cape Peron Reserve to be set aside for this development. As such this 'area subject to further planning' requires reclassification to direct future land management.

Following the discontinuation of the development, the State Government appointed the Cape Peron Working Group which has provided further direction on planning within the area including the recommendation that Cape Peron become a Class 'A' Conservation Park. The Class 'A' Reserve was officially created in September 2023.

The intention is that this document can be used as a reference for the future recreation management and development of the reserve. It should be noted that this master plan is aspirational. Commensurate funding for staffing and operational costs will need to be managed over time to achieve the long-term goals of the park.

This master plan will:

- provide clear direction and approach to balancing the demands for use, development and management of this culturally and environmentally significant area;
- balance the above with the need to conserve and protect the cultural and environmental values of the area;
- ensure visitor access to and within the park is provided for in ways that are environmentally and culturally appropriate, and that enhance the range and quality of the visitor experience; and
- deliver a framework against which all future recreation decisions and investment for the site are validated.



²

Department of Environment and Conservation, *Rockingham Lakes Regional Parks Management Plan 2010 No.67*, Appendix A.



Recreation Master Plan

Aboriginal heritage

The Traditional Owners of Cape Peron Reserve are the Binjareb people. There are several registered Aboriginal heritage sites within the Cape Peron Reserve. Notable amongst these is the Sister Kate's site which sits between the Lands and Surveys recreation site and the Maritime Union of Australia (MUA) Holiday Camp. Some Traditional Owners formerly ran Indigenous tours utilising this site.

Objectives:

- DBCA will continue to work with the Traditional Owners to foster opportunities to connect to Country and retain cultural heritage values within the reserve.
- DBCA will support Aboriginal input on the site's management as well as development of business opportunities (tours, yarning, art etc.) in the area.

Bush Forever

Bush Forever is a strategic plan for the conservation of bushland within the Swan Coastal Plain portion of the Perth metropolitan region. All of the intact bushland areas of Cape Peron Reserve form part of Bush Forever site 355.

Objectives:

- Bush Forever reserves within Cape Peron Reserve will continue to be protected and rehabilitated.
- Any impact to Bush Forever reserves within Cape Peron Reserve will be in accordance with State Planning Policy 2.8.

Bushfire and coastal erosion risk

The entirety of Cape Peron Reserve as well as Lake Richmond is identified as a bushfire prone area by the Department of Fire and Emergency Services³.

The reserve is bounded by the ocean to the north and west and is generally identified as having assets that are 'highly vulnerable' by 2030 in the City of Rockingham's Coastal Hazard Risk Management and Adaptation Plan (CHRMAP)⁴. It is expected that the level of vulnerability will increase over time.

Objectives:

- Any development within the reserve will utilise current guidelines and best practices with respect to bushfire risk and mitigation.
- Ensure that development and the location of coastal facilities takes into account coastal processes, landform stability, coastal hazards, climate change and biophysical criteria.
- Consider the City of Rockingham's CHRMAP in the planning, development, and management of DBCA's infrastructure within Cape Peron Reserve.

Orientation and interpretation materials

With the changes proposed by this recreation master plan and the creation of a Class 'A' Reserve it is necessary to present this urban park as a unified whole with orientation points on the park boundary entrances utilising the regional parks sign system. These will create a clear identity for the park, assist in promoting conservation and cultural values, as well as managing visitors through the available recreation options. This may also be bolstered by the potential addition of a Cape Peron visitor information node (see Recreation Master Plan sheet 3).

Objective:

- Place orientation and interpretation signage nodes at key points within the reserve that provide clear wayfinding and give it a clear unified identity (see Recreation Master Plan sheets 2 & 3).

³ Department of Fire and Emergency Services, *Map of Bushfire Prone Areas*, 2024, (online) <https://maps.slip.wa.gov.au/landgate/bushfireprone/>

⁴ City of Rockingham, *Coastal Hazard Risk Management and Adaptation Plan*, 2019, (online) <https://rockingham.wa.gov.au/your-city/sustainability-and-environment/coastal-vulnerability>



Recreation lease areas

(see Recreation Master Plan sheets 2 & 3)

Point Peron Camp School

(DBCA management zone = 'recreation')

The camp school sits between Cape Peron to the west and the Water Corporation plant to the east. The operator of this site currently runs a low-cost camp school available for school groups and others. The western end of this site has been utilised by DBCA for park management in recent years. In light of the demand for additional parking, toilet facilities and other amenity in the popular western end of the Reserve, it is proposed that a portion of this area be investigated as an option to provide these additional facilities (see objectives under section on 'Natural parkland areas: Cape Peron Park area' below). There are no further changes in land use proposed for the camp school site.

Shoalwater Bay

(DBCA management zone = 'recreation')

This area is occupied by recreation camps held by long term lessees including Point Peron Aquatic Youth & Family Association, the Returned Services League (RSL), the Maritime Union of Australia (MUA), and Lands and Surveys. These lease areas feature shack accommodation with tended lawns and access to the beach and will be offered longer term leases which will allow for greater investment in the sites by lessees. Greater public access will be considered when preparing these leases. To the west of the Lands and Surveys lease are two empty lease sites previously held by Apex and the Australian Post-Tel Institute. To the south are empty lease sites previously held by the Seamans Union and the Swan Brewery.

Former Seamans Union & Swan Brewery sites

(DBCA management zone = 'recreation')

The ex-Seamans Union site has a relatively intact entry track and previously disturbed area that has potential to accommodate short stay accommodation or camping. Vegetation on the ex-Swan Brewery site has regenerated substantially since the shacks were cleared to the effect that future clearing for development would involve significant impact to a Bush Forever site. There is evidence of illegal camping and rubbish dumping on this site.

Mangles Bay recreation areas

(DBCA management zone = 'recreation')

On the northern side of Point Peron Road are the Mangles Bay Fishing Club, the Cruising Yacht Club, the ex-RSL caravan park site, and Lot 2055 (immediately south of the Seaside Camp for Children). The Mangles Bay Fishing Club and the Cruising Yacht Club are the subject of current planning investigations which may involve changes in tenure and form.

The ex-RSL caravan park site has approximately 250 metres of foreshore on Mangles Bay and is substantially disturbed. The site is of a scale that offers significant opportunity for development as short stay accommodation in the form of units, camping or a caravan park. Any development would not involve significant clearing as vegetation is sparse and contains many weed species.

Adjacent to the ex-RSL caravan park site, Lot 2055 has potential value as an addition to a lease offered for the larger ex-RSL site as part of a short stay accommodation development. This site may also be impacted by possible amendments to the intersection of Point Peron Road and Hymus Street.

Objectives:

- Offer the former ex-RSL caravan park lease area along with Lot 2055 for expressions of interest in developing short stay accommodation (units/caravans/glamping/camping) available for rent to the public.
- Offer the former API lease area for expressions of interest in developing short stay accommodation (units/glamping/camping) available for rent to the public.
- Offer the former Seamans Union lease area for expressions of interest in developing short stay accommodation (units/glamping/camping) available for rent to the public.
- Progress concept plans to develop the former Apex lease area into a recreation site for picnicking and beach access. It is expected this site could offer parking for 20 to 30 vehicles (including long vehicles) as well as public toilet facilities which would complement car parking and amenity at the western end of Point Peron Road.
- Ensure continued monitoring of active lease sites according to the provisions of the lease agreements and offer the four current lessees Point Peron Aquatic Youth & Family Association, the RSL, the MUA, and Lands and Surveys long-term leases that give consideration for greater public access and modernising the current aged infrastructure.



- The ex-Swan Brewery site has largely regenerated to a natural state and is not proposed for any further site development. The site will be monitored for signs of illegal camping, unauthorised vehicle use and rubbish dumping. Rehabilitation works will be undertaken as required.
- The sites for the current Mangles Bay Fishing Club and the Cruising Yacht Club will be placed within the 'recreation' management zone and be flexible to future planning outcomes.
- Progress plans to install a dual-use path (approximately 1km long) along the Mangles Bay foreshore from the Seaside Camp for Children up to the HMAS Stirling causeway access.
- Work with stakeholders in determining an appropriate location and development for a visitor information node following any planned amendments to the intersection of Point Peron Road and Hymus Street.



Natural parkland areas

Cape Peron Park area

(DBCA management zone = 'natural environment use')

(see Recreation Master Plan sheet 2)

In the past ten years, the cape area has undergone an extensive redevelopment of its path network and a large revetment of a coastal zone on Mangles Bay which had been impacted by erosion. These works also included provision of a new lookout at the western end of the cape and provision of interpretation and hard landscaping around several historic World War II installations including the Observation Post and Gun Emplacement.

A shortage of car parking and presence of antisocial behaviour has been identified at the western end car park area. The existing car parking area is constrained by landform and the ocean, so provision of additional parking would involve significant clearing and civil works with comparatively few additional bays being produced. There is also demand for a public toilet and an improved location for a small commercial operator serving food at this location. Again, this is problematic due to the constrained nature of the site. Both problems may be addressed by excising a portion at the western end of the Point Peron Camp School (see description under 'recreation lease areas').

Objective:

- Develop options to examine ways in which this area could accommodate further parking, a toilet and space for a small vendor stall.
- Progress a favoured concept plan for the area to understand the size and form of the required excision, other impacts and costs.
- Consider options for lighting and surveillance in some car park areas as a deterrent to anti-social behaviours.



South parkland area

(DBCA management zone = 'natural environment use')

(see Recreation Master Plan sheet 3)

The area south of the 'recreation' zones will now incorporate what was the 'area subject to further planning' in the 2010 Management Plan (refer to Recreation Master Plan sheet 4). This area is largely undisturbed and includes a substantial portion of the Garden Island Highway reservation.

The most developed area within this zone is Peron Park which sits on the corner of Safety Bay Road and Memorial Drive. It is important that this park is connected to the wider area by use of a strong path network that will also link the north end of the reserve to the south. Peron Park offers opportunity to provide some picnic facilities as it is a pleasant junction between a tended landscape and the surrounding natural bushland. Currently there is enough verge parking along Memorial Drive to satisfy demand at Peron Park. However, if demand increases over the coming years or if the road is altered to implement the City of Rockingham's Long Term Cycling Network (LTCN), a small (approximately six to 10 vehicle) parking facility on the south-west corner of the Peron Park Oval may be considered.

Objectives:

- Progress plans to place dual-use paths through these areas linking Point Peron Road to Peron Park and Memorial Drive as well as down toward Boundary Road (see Recreation Master Plan sheet 3). These will complement and reinforce existing and proposed LTCN primary route links on Point Peron Road, Memorial Drive, Lease Road, and other roads surrounding the reserve (refer Transport Needs Study).
- Progress concept plans for creation of a picnic area on the fringe of Peron Park.
- Monitor the need for a small car park on Memorial Drive to service users of Peron Park. It is expected that this may cater for approximately six to 10 vehicles.

Roads within the planning area

The Cape Peron Transport Needs Study deals with traffic flow and volume within the area, as well as bicycle and pedestrian movement. Traffic in the area is impacted by the flow of vehicles to HMAS Stirling Naval Base as work shifts change each day. The study has identified several future options for traffic management including the possible development of Garden Island Highway through the centre of the

reserve (see MRS reservation area on Recreation Master Plan sheet 3). The study also recognises that, in order to meet the aspirations of the LTCN plan, there will need to be upgrades to existing cycling (and pedestrian) infrastructure along roads within the planning area. In some cases, such as Point Peron Road and Memorial Drive, this will mean significant widening of existing hardened travel routes.

There is evidence that Lease Road, a narrow north-south connector in the south-west corner of the reserve, is sometimes used for antisocial 'hoon' behaviour.

Objectives:

- Develop a package of works to upgrade roads within the reserve with the Transport Needs Study as a guiding document.
- Consider impacts of future works in relation to development of Garden Island Highway through the reserve.
- Find a suitable manager for roads within the reserve.
- Placement of dual-use paths will aim to complement existing and future LTCN. These paths will utilise existing cleared areas where possible and highlight features of the park (such as mature tuart trees) with interpretive signage.
- DBCA pedestrian and cycle linkages will generally be kept outside of easements for future road options.
- Where path linkages travel through easements, consideration will be given to how these routes can adapt and connect to future road construction.
- Monitor Lease Road for signs of antisocial 'hoon' behaviour. Traffic calming measures may be required.

DBCA management zones

DBCA management zones provide a guide on acceptable facilities and land uses for a given site within the reserve. Zoning of land assists in assuring that a variety of recreation opportunities are offered. For Cape Peron Reserve, land will now be specified within one of three zones:

1. 'Natural environment use' – these areas will have some public access, primarily by walking trails and cycle paths. The provision of some facilities within these areas is anticipated.
2. 'Recreation' – these areas will be the most intensively used and modified sections of the reserve. The emphasis will be on providing well-designed



recreation facilities without detracting from natural or cultural values.

3. 'Special use' – these areas are operationally outside of the reserve because they are managed for purposes other than conservation, recreation, and visitor services. There is no public access to these areas.

DBCA management zones will remain similar to the 2010 Management Plan with three changes involving the existing 'special use' zone, lease areas on the north-east side of Point Peron Road, and the Garden Island Causeway access area (see Recreation Master Plan sheet 4). These management zones are largely consistent with the intent of the precincts outlined by the Cape Peron Working Group (see overlay on Recreation Master Plan sheet 4). A brief description of the areas and proposed changes follow.

'Natural environment use' zone

This zone includes the Cape Peron Park area, which spans from the tip of the cape to the western car park areas, as well as the area directly east of Lake Richmond and south of the 'recreation' zones. It is proposed that the 2010 'area subject to further planning' zone be altered to become 'natural environment use' with the discontinuation of the Mangles Bay Marina tourist precinct proposal.

This change in zoning will make this area consistent with the 'coastal nature park precinct' identified by the Cape Peron Working Group.

Objectives:

- This area will remain largely as intact bushland with some paths added to provide bicycle and pedestrian access. There will be little other intervention outside of previously disturbed areas.
- The zoning for the Cape Peron Park area will remain unchanged.
- The existing 'area subject to further planning' zone will be added to the 'natural environment use' zone.





‘Recreation’ zone

This area includes the current and ex-recreation camp lease areas on Shoalwater Bay as well as the Point Peron boat launching facility. The area north of Point Peron Road including the Mangles Bay Fishing Club, the Cruising Yacht Club, the ex-RSL caravan park site, and Lot 2055 (immediately south of the Seaside Camp for Children) will be added to the ‘recreation’ zone while the Garden Island Causeway access area will be removed.

This zoning is consistent with the ‘Shoalwater Bay precinct’ and ‘Mangles Bay precinct’ identified by the Cape Peron Working Group.

Objectives:

- The area north of Point Peron Road (Mangles Bay Fishing Club, the Cruising Yacht Club, the ex-RSL caravan park site, the Seaside Camp for Children and Lot 2055) will be added to the ‘recreation’ zone.
- The Garden Island Causeway access area will be removed from the ‘recreation’ zone.

‘Area subject to further planning’

This is the parcel of land that was set aside for the Mangles Bay Marina tourist precinct development (see Recreation Master Plan sheet 4). This zone will be added to the ‘natural environment use’ zone, making it consistent with the ‘coastal nature park precinct’ identified by the Cape Peron Working Group.

Objective:

- The ‘area subject to further planning’ will now be zoned as ‘natural environment use’.

‘Special use’ zone

This zone currently comprises the Water Corporation plant (see Recreation Master Plan sheet 2).

Objective:

- The Garden Island Causeway access area will be added to the ‘special use’ zone.





Summary of actions

Priority	Site	Actions
1	Cape Peron – west car park	<p>Consider options for lighting and surveillance.</p> <p>Investigate options for the use of an excised portion of Point Peron Camp School to develop:</p> <ul style="list-style-type: none"> • additional car parking • toilet facilities • a small vendor stall.
2	Ex-Apex site	Develop recreation site with picnic facilities, toilet and car parking.
1	Ex-API site	Offer for EOI to lessees for provision of short stay accommodation (units and camping).
1	Ex-Seamans Union site	Offer for EOI to lessees for provision of short stay accommodation (units and camping).
2	Ex-Swan Brewery site	<p>Rehabilitate sand tracks and cleared areas.</p> <p>Ensure site protection fencing and gates are intact and appropriate.</p>
3	Mangles Bay foreshore	Investigate options for provision of dual use path between Seaside Camp for Children and Garden Island Causeway access. Approximately 1.1km of 2.5m wide path.
1	Ex-RSL caravan site	Offer for EOI to lessees for provision of short stay accommodation (units, caravans and camping).
2	Lot 2055	<p>Consider adding this site to the Ex-RSL caravan site as a development area for lease.</p> <p>Investigate options for provision of dual use path between Seaside Camp for Children and Cape Peron Rd.</p>
1	Cape Peron Rd (opposite Lot 2055) to Memorial Drive	Investigate options for provision of dual use path between Cape Peron Rd (to Peron Park) and Memorial Drive (refer Master Plan). Approximately 430 metres of 2.5m wide path.
3	Peron Park	Investigate options for provision of picnic facilities (including barbecues, tables, and shade).
3	Peron Park (Memorial Drive)	Consider provision of 6-10 car parking facility.
1	Cape Peron Rd (opposite Cruising Yacht Club) to Memorial Drive	Investigate options for provision of dual use path between Cape Peron Rd (opposite) and Memorial Drive (refer Master Plan). Approximately 575 metres of 2.5m wide path.
1	Memorial Drive to Boundary Rd	Investigate options for provision of dual use path between Memorial Drive and Boundary Rd (refer Master Plan). Approximately 900 metres of 2.5m wide path.
2	Wayfinding signage & interpretation	<p>Investigate options for provision of Cape Peron visitor information node within the reserve. Opportunities may present with a realignment of the Point Peron Road and Hymus Street intersection.</p> <p>Place wayfinding information at 10 locations as identified on the Master Plan. These will be rolled out in conjunction with the dual-use path network.</p>
2	Roads	Develop a package of works for roads within the reserve using the Cape Peron Transport Needs Study as a guiding document.



References

City of Rockingham, *Coastal Hazard Risk Management and Adaptation Plan*, 2019, (online) <https://rockingham.wa.gov.au/your-city/sustainability-and-environment/coastal-vulnerability>

Department of Environment and Conservation, *Rockingham Lakes Regional Parks Management Plan 2010 No.67*, Appendix A.

Department of Fire and Emergency Services, *Map of Bushfire Prone Areas*, 2024, (online) <https://maps.slip.wa.gov.au/landgate/bushfireprone/>

Department of Planning, Lands and Heritage, August 2021, *Cape Peron Future Strategy*, (online)
[Cape Peron \(including Mangles Bay\) Planning Investigation Area \(www.wa.gov.au\)](http://www.wa.gov.au)

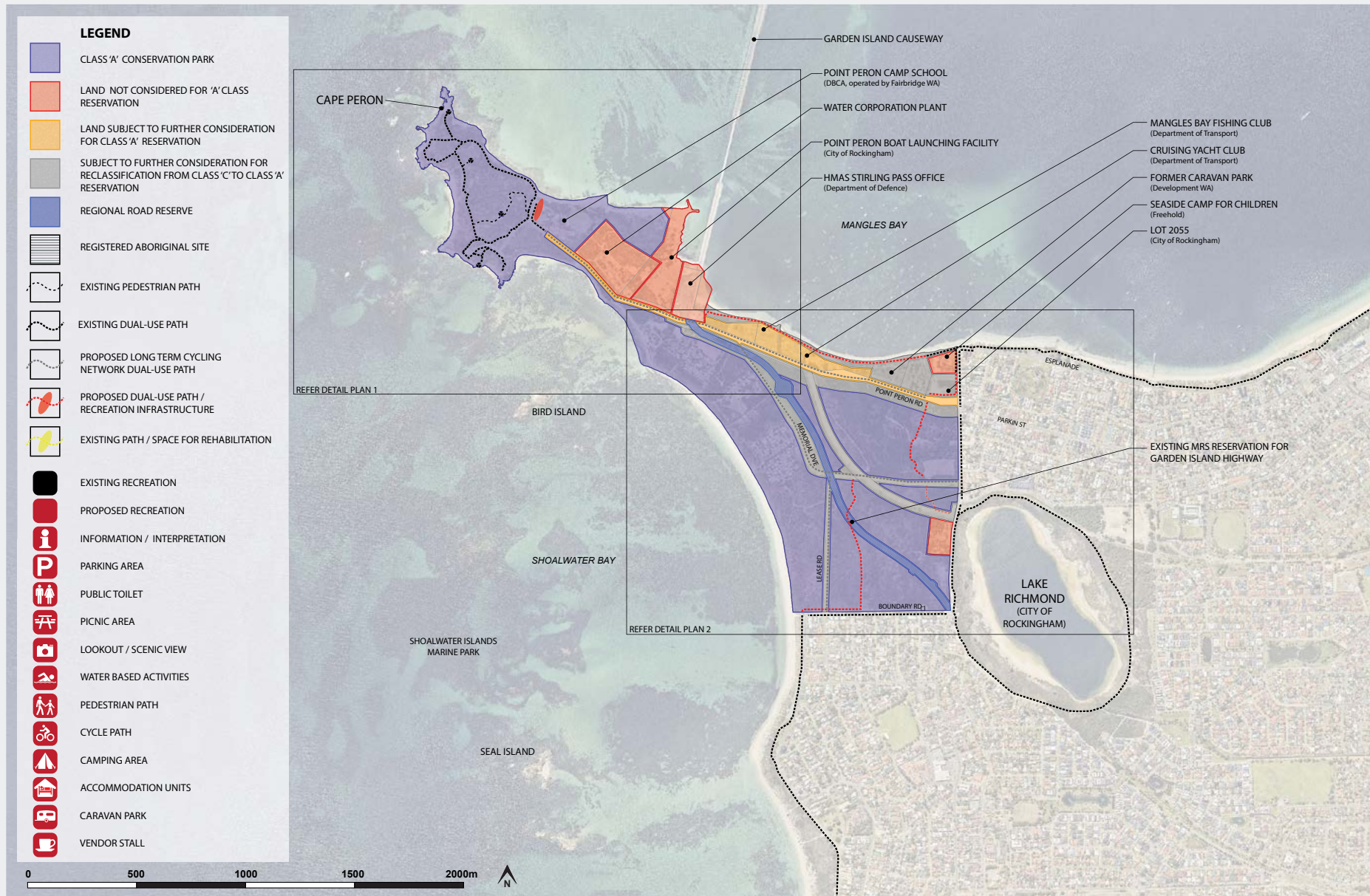
ENV Australia Pty Ltd, *Flora and Vegetation Survey of the Mangles Bay Area: Cape Peron, City of Rockingham*, February 2011.

Stantec Australia Pty Ltd, *Cape Peron Transport Needs Study Transport Report Ref: 304900950*, June 2023.

Zacor Design, *Mangles Bay Boating Clubs Concept Master Plan*, May 2023.



Appendix A: Recreation Master Plan Sheet 1



CAPE PERON RECREATION MASTER PLAN CONTEXT PLAN Swan Region / Regional Parks Unit

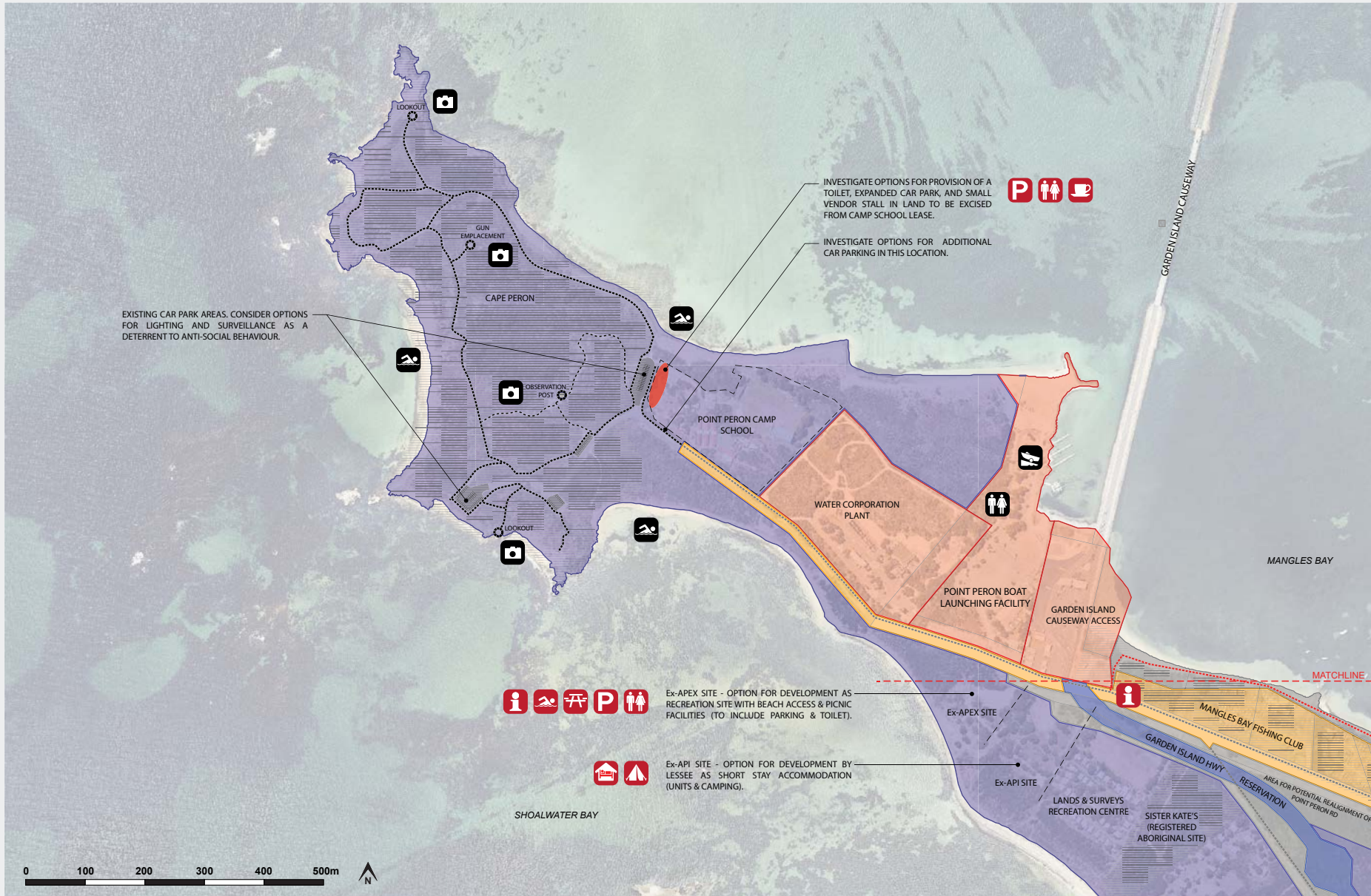
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Appendix B: Recreation Master Plan Sheet 2



CAPE PERON RECREATION MASTER PLAN

DETAIL PLAN 1
Swan Region / Regional Parks Unit

Designer/s:
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Date:
240725
Project Number:
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Appendix C: Recreation Master Plan sheet 3



CAPE PERON RECREATION MASTER PLAN DETAIL PLAN 2 Swan Region / Regional Parks Unit

Designer/s:
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240725
Project Number:
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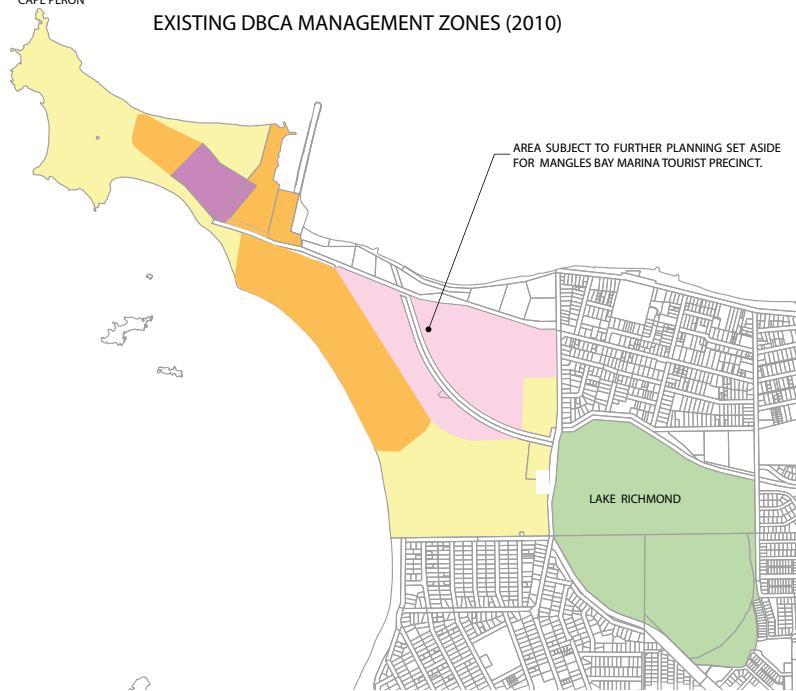
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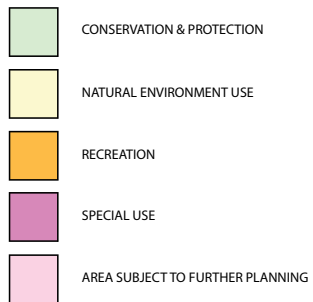
Appendix D: Recreation Master Plan sheet 4

CAPE PERON

EXISTING DBCA MANAGEMENT ZONES (2010)

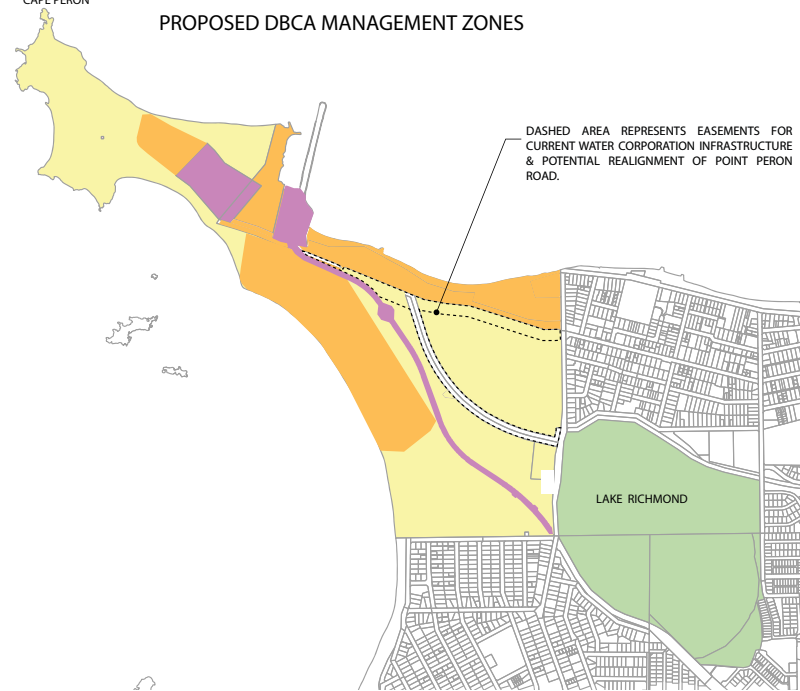


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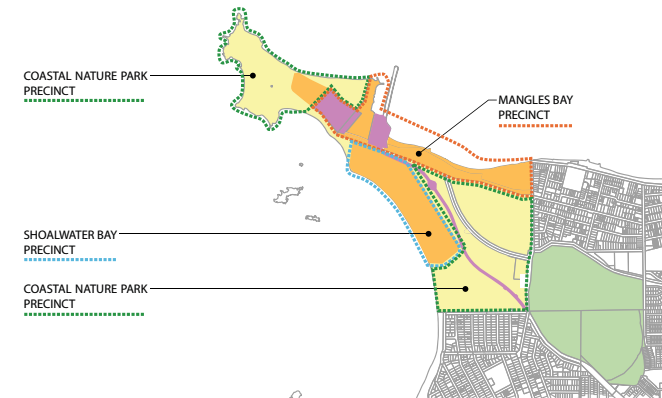


CAPE PERON

PROPOSED DBCA MANAGEMENT ZONES



PROPOSED MANAGEMENT ZONES - PERON WORKING GROUP PRECINCTS





Rockingham Lakes Regional Park

Cape Peron Recreation Master Plan

September 2024

Thank you for visiting this Regional Park.
For more information please contact us on 9442 0300
or visit our website: dbca.wa.gov.au

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Department of **Biodiversity,
Conservation and Attractions**

