

# Rockingham Strategic Centre Dixon Road Development

The former Dixon Road sporting fields are a large land parcel (24 ha) which previously contained sporting facilities that were relocated to Larkhill in 2007/2008, rendering the land suitable for redevelopment.

The land is vested in the City of Rockingham and reserved for 'Recreation'.

The planning framework for the Rockingham Strategic Centre is in place over the land – within the 'Transit Oriented Development (TOD) Village' sector which provides for a range of high intensity uses.

Notably, the planning framework seeks to leverage the opportunities for employment aligned to the City's comparative advantages and those associated with the adjacent Murdoch University and South Metropolitan TAFE campuses.



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## Issues

- The low employment forecasts for the Rockingham Strategic Centre in documents such as the State Government's South Metropolitan Peel Sub-Regional Planning Framework.
- The lack of strategically located development sites within the Strategic Centre to accommodate employment generating activities.
- The City's disproportionately high unemployment rate of 4.1% (Sept 2023) and high youth unemployment compared to Greater Perth 3.7%, Western Australia 3.6% and Australia 3.6%.
- The City's low employment self-sufficiency is currently 56% and is projected to decline even further.

The City's population is forecast to increase by a staggering 64% over the next 23 years, increasing from 148,822 in 2024 to 231,559 by 2046. To put that into perspective that's an average of:

- 10 new residents each day
- 68 new residents each week
- 3,597 new residents each year

moving into the City of Rockingham for the next 23 years.

## Benefits

- Increased employment within the City that potentially builds on its comparative advantage associated with Defence activities, the TOD Village, Rockingham Industry Zone and the Western Trade Coast.
- Impetus for the sustained growth of the Rockingham Strategic Centre.
- Potential to be a long term rolling project, providing generational land development in accordance with the planning framework.

## Opportunity

The opportunity exists to create development sites within the TOD Village Sector to contain employment and other uses to assist in addressing unemployment and to act as a catalyst for the growth of the Strategic Centre.

The area provides a range of high density development and employment opportunities under the current planning framework, with a focus for community life – a destination with local amenity to support growth in the precinct.

### Request

State Government support to facilitate the development of the former Dixon Road sporting fields into an urban, mixed-use precinct containing medium/high density residential living and commercial/employment activity consistent with the Rockingham Strategic Centre Precinct Structure Plan.





# Karnup Train Station and Associated Infrastructure

Within the boundaries of the City of Rockingham, the Mandurah railway line has two operating stations to service a population that currently stands at more than 148,000 people and is forecast to increase to over 231,000<sup>1</sup> by 2046. The two existing stations, Rockingham and Warnbro, are currently operating at or near capacity. Strong demand exists for a station in the City's southern suburbs and future growth area of Karnup.

Karnup Train Station is an endorsed Metronet project that the State Government committed to build in the last parliamentary term.

<sup>1</sup> forecast.id



Rockingham Train Station



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## Issue

High growth areas in the City of Rockingham are poorly serviced by rail public transport and the two existing stations are operating at or near capacity currently.

While the State Government was considering the business plan to build the Karnup Station as per its pre-election commitment and the recommendations of Metronet, it received a funding offer from the Commonwealth Government to contribute to the construction of the proposed Lakelands Station, approximately 4 km south. The State Government accepted the offer and prioritised Lakelands in favour of Karnup.

The Lakelands Station is restricted in land availability. The Karnup Station provides suitable land for parking and a bus port to better service the area.

## Benefit

The Karnup Station will boost social and economic outcomes and effectively service the existing and proposed residential catchments within the region. It will provide the growing coastal corridor from Secret Harbour to Singleton and the new urban cell of Karnup with convenient access to high order public transport services.

It will allow State Government objectives associated with housing diversity, transport oriented development and increased public transport patronage to be realised.

Impact on Rockingham Local Economy – Construction Phase 1,057 jobs (757 residents). The economic benefits of the project have been modelled and are summarised below:

## Opportunity

Karnup Station is an endorsed Metronet project that the State Government committed to build in its first term when winning government in March 2017.

The Karnup Station will be located on a 160 ha State Government owned site that provides a unique opportunity to demonstrate an exemplar transit oriented development project that would assist in addressing the lack of housing affordability and diversity in the region.

The opportunity exists to build the Karnup Station, and associated infrastructure, which has been demonstrated through the State Government's business case processes to be the best and most sustainable outcome for the region.

## Request

For the State Government to build Karnup Train Station in the next term of government.

Economic Impact Summary	Output (\$m)	Value-added (\$m)	Employment (Jobs)
Direct Effect	\$150.00	\$51.64	458
Supply – Chain Effect	\$125.56	\$38.91	304
Consumption Effect	\$44.36	\$23.90	295
<b>Total Impact - Rockingham Local Economy</b>	<b>\$319.92</b>	<b>\$114.45</b>	<b>1,057 (757 residents)</b>
Impact – Rest of WA	\$109.19	\$58.70	699
<b>Total Impact – WA Economy</b>	<b>\$429.11</b>	<b>\$173.15</b>	<b>1,457</b>
Impact – Rest of Australia	\$158.94	\$74.18	494
<b>Total Impact - Australian Economy</b>	<b>\$588.05</b>	<b>\$247.33</b>	<b>1,951</b>

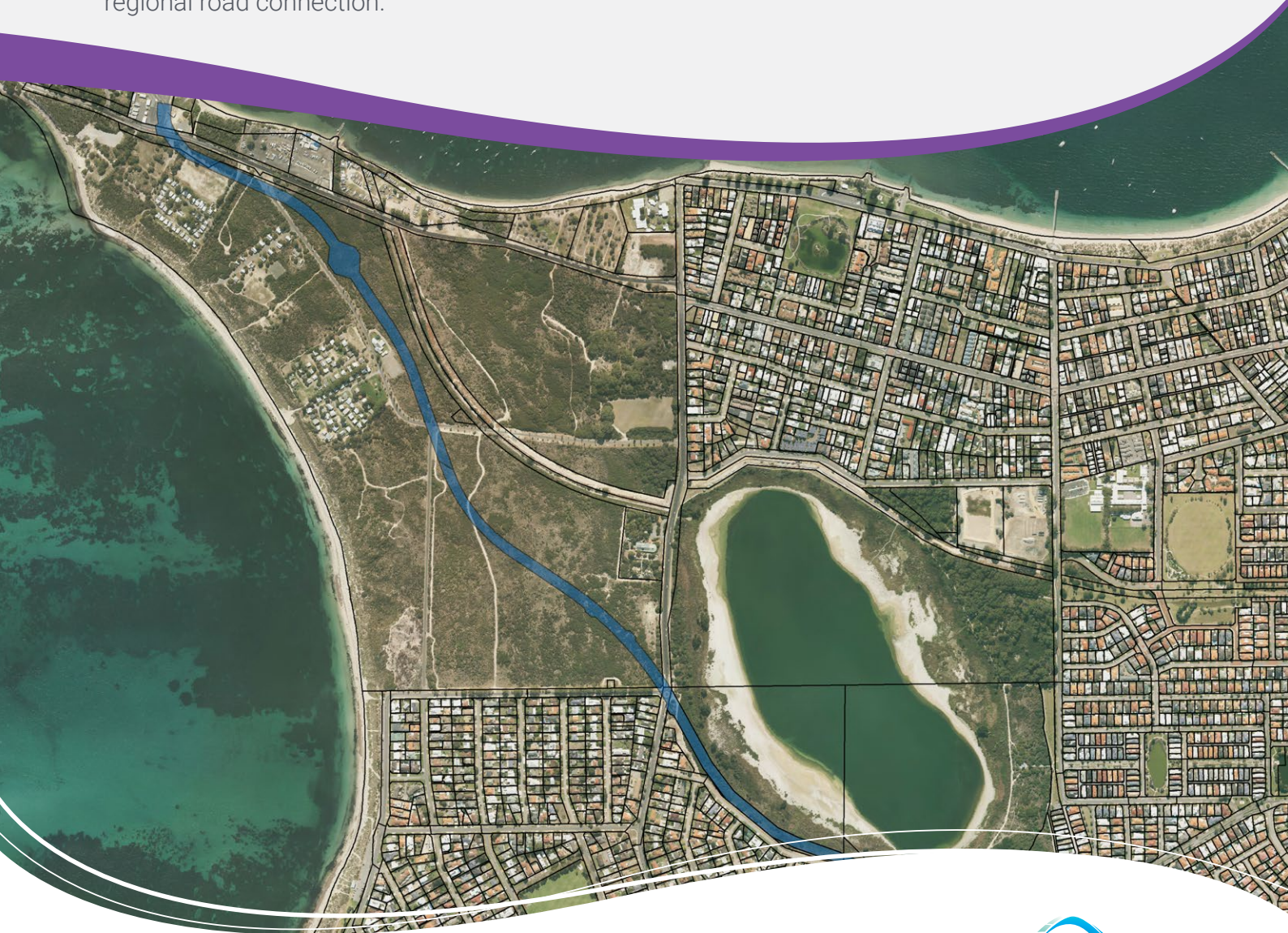


# Resolve Feasibility of Garden Island Highway

The 'Garden Island Highway' is a component of a larger planned regional road network, which was reserved during the 1970's to link Fremantle with Garden Island.

When the land was reserved, a container port was proposed adjacent to the causeway to Garden Island and the road was seen as necessary to service the port and the Defence activities on Garden Island.

While plans for the port were shelved in the 1980's, the reserve for the road was retained in the event that the future activities on Garden Island, and within Cape Peron generally, warranted a regional road connection.



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## Issue

An independent Transport Needs Study prepared in 2024 which considers Department of Defence requirements for AUKUS, outlines traffic impacts associated with HMAS Stirling to the year 2040. The assessment showed that, in the event that the Garden Island Highway is not constructed, the road network would operate at the limit of its capacity, and peak traffic movements to Cape Peron had the potential to adversely impact the function of the surrounding local road network.

Although there has been no environmental assessment to determine if the Garden Island Highway can be constructed, particularly in light of the sensitive environmental attributes of Lake Richmond, there is a need to determine its viability.

## Benefit

Delivery of the Garden Island Highway will provide a strategic road connection between the Defence precincts located on Garden Island and in the Rockingham Strategic Centre, Australian Marine Complex and broader Global Advanced Industries Hub.

## Opportunity

Determining the feasibility of the Garden Island Highway will provide some certainty to the stakeholders and will allow planning for the project or alternatives to be pursued. The Garden Island Highway provides a more direct connection from the south-east of Rockingham to Garden Island. A long-term solution that will accommodate additional traffic movements from increased infrastructure development and staff numbers on Garden Island is needed.

In order to move the process forward, it is envisioned that the following will be required:

- additional analysis into the impact of anticipated future development within the City and at Garden Island
- assessment and consideration of options for improving capacity in the transport network, including road alignment options
- formal environmental assessment of the preferred option, as required.

## Partners

- Department of Defence – primary driver of additional traffic to the area.
- Department of Jobs, Tourism, Science and Innovation – responsible for the management of land and leading the Cape Peron Master Plan implementation process.
- Main Roads – approval role and its regional road network will be affected if the Highway is constructed.
- Department of Jobs, Science, Tourism and Industry – the lead agency responsible for liaison with Defence West and advancing strategic employment and development within Western Australian premiere industry precinct in the Global Advanced Industries Hub.

## Request

Undertake necessary feasibility studies to determine viability of the Garden Island Highway being built within the existing reservation that is set aside in the Metropolitan Region Scheme for this purpose. Subject to viability being delivered, seek Federal Government funding for the project.



# Grade Separation at Balddivis Road and Kulija Road Intersection

Until the construction of Kulija Road in 2014, Balddivis Road ran north to south with a standard T-intersection at Mundijong Road, immediately west of the Kwinana Freeway. As part of the project, the Kulija Road and Balddivis Road intersection was constructed as a staggered T-intersection.

There were 58 crashes at the intersection with 17 casualty crashes in the five-year period between 2019 and 2023.



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## Issue

The intersection experiences significant congestion in peak hours with traffic banking up to access the Kwinana Freeway. The congestion and safety issues are expected to further intensify with the development of land in Baldivis.

Traffic counts undertaken in 2024 showed that Kulija Road (west of the intersection) carried over 20,000 vehicles per day, Baldivis Road (south of the intersection), approximately 12,500 vehicles per day and Baldivis Road (north of the intersection), approximately 5,000 vehicles per day.

While grade separation of the intersection is identified in a number of planning documents for the area and remains the ultimate solution this is noted as being complex and challenging.

To address the immediate safety and congestion interim solutions are also required. The City has been working with Main Roads WA to identify and cost these options so that they can be implemented while the long term solution is further investigated and designed.

## Benefit

The grade separation will significantly improve safety at the intersection. Being a growing suburb Baldivis already accommodates over 43,000 residents, with numbers forecast to increase to over 65,000 residents by 2036. Baldivis Road is the main north/south connector at the moment connecting different parts of Baldivis. It serves as the central spine in the road network of Baldivis. Improving safety at the intersection of Baldivis Road/Kulija Road will have a flow on impact in improving road safety at other intersections in Baldivis.

## Opportunity

The grade separation upgrade of Baldivis Road will see the construction of Nairn Drive as the main intersection on Kulija Road to provide north-south connectivity.



## Request

Seek Main Roads WA commitment to facilitate and fund the future upgrade of the grade separated intersection to address safety and congestion concerns.



# Cape Peron Master Plan Implementation

## Summary

The State Government has drafted a Master Plan for Cape Peron that supports positive outcomes for the local community and visitors. As a key tourism precinct with cultural significance, the implementation of this Master Plan will support the Cape to realise its regional tourism and recreation potential.

Specifically, the City is seeking additional investment within the Cape for the provision of:

- public amenities to enhance Cape Peron as a regionally significant tourist destination (i.e. parking, toilets, picnic facilities, interpretive signage etc.)
- provision of lighting and CCTV surveillance cameras
- new and upgraded dual use pathways throughout the Cape
- improvements to all access roads within the Cape
- identification of potential sites for short-stay accommodation.

Additionally, the Master Plan acknowledges a separate process to address the construction of the future Garden Island Highway along its established reservation to address increased vehicle traffic to HMAS Stirling.

## Issue

The current tourism offering and public amenities at Cape Peron do not reflect the significance of the site. With substantial history, Class 'A' reserve status and a strong identity as a recreation hub for both community and visitors, new and upgraded infrastructure is required to unlock the potential of this iconic natural asset.

The growing traffic to HMAS Stirling as a result of AUKUS will also present challenges, particularly in regards to existing access roads which require urgent upgrades.



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## Opportunity

Implementation of the Cape Peron Master Plan will support the following opportunities:

- future proofing of major transport infrastructure, including the future Garden Island Highway to support forecast growth in vehicle traffic to and from HMAS Stirling
- improved amenities at a key tourism precinct, adjacent to the Shoalwater Islands Marine Park that reflect the cultural and historical significance of the site
- potential development of much needed short-stay accommodation sites within the Cape, further enhancing the tourism amenity and experience
- improved safety for cyclists and pedestrians through the installation of new dual use pathways.

## Request

That the State Government implement the Cape Peron Master Plan, including public amenities (toilets, parking, picnic facilities, interpretive signage etc.), lighting and CCTV surveillance cameras, new and upgraded dual-use pathways, improvements to access roads, and opportunities for potential short-stay accommodation.

## Benefit

Upgraded and new infrastructure will enhance the recreational experience within the Cape, and reflect the cultural and historical significance of the site. It will also unlock opportunities for new tourism operators and potential development (i.e. short-stay accommodation).



# Port Rockingham Marina (Wanliss Street)

## Summary

The State Government conducted a Perth Recreational Boating Facilities Study Review in 2019 which makes recommendations for boating facility requirements to year 2036.

Below is a summary of vessel registration data for the south metropolitan study area, in which Rockingham is included:

Local Government	Number of Vessel Registrations (year documented)
City of Cockburn*	4,034 (2019)
City of Fremantle*	1,451 (2019)
City of Kwinana	1,017 (2019)
City of Mandurah*	7,478 (2020)
Shire of Murray	2,291 (2020)
<b>City of Rockingham</b>	<b>5,429 (2019)</b>

\*denotes local Government areas containing a recreational marina and/or boat harbour

To cater for latent and projected demand, the Department of Transport, within its Perth Recreational Boating Facilities Study Review 2019, identifies the development of the 'Port Rockingham Marina' as a key recommendation to meet recreational boat pen requirements. The study further recommends the delivery of boat pens in two stages:

- Stage 1 2018 – 2026 for 250 pens
- Stage 2 2026 – 2036 for a further 250 pens (total 500).

The marina is also recommended to be complemented by the provision of an additional 300 moorings located at Woodman Point and eight ramp lanes at sites to be determined within the south metropolitan area.



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## Issue

As per the Perth Recreational Boating Facilities Study Review 2019, Rockingham records the second largest amount of vessel registrations in the Perth Metropolitan area (or 10.3% of total registered vessels within the Perth Metropolitan area). As the only new marina identified by the Department of Transport to be constructed in the south metropolitan area, the Port Rockingham Marina is urgently required to meet the current and future demand of recreational vessels.

On two separate occasions, community consultation showed strong public support for a marina located at the end of Wanliss Street and would provide a catalyst for development opportunities within the Rockingham Strategic Centre.

## Opportunity

The existing Development Approval (valid until October 2024) for the Port Rockingham Marina has a valid environmental approval, and its location coincides with an established Rockingham Strategic Centre precinct. Based on this, its location is unlikely to be challenged as the preferred footprint for a new marina. In addition, there is opportunity for a marina to add to the vibrancy of the Rockingham Foreshore through the inclusion of hospitality and tourism offerings to enhance the local community and visitor experience.

## Request

That the State Government support the development of an appropriate, planning approved and environmentally sound marina to meet the current and future demand for recreational vessel owners in the southern section of the Perth Metropolitan area.

## Benefit

The City's Strategic Community Plan 2023-2033 identifies an objective to create vibrant coastal foreshores. The development of a marina and its complemented land uses would meet this objective. Also supporting a marina, the City's draft Rockingham Strategic Centre Precinct Structure Plan encourages significant development potential to create a vibrant destination in proximity to the marina footprint.

The City's Coastal Facilities Strategy 2021-2025 also identifies the development of a marina as the highest coastal infrastructure priority for boat owners, and second highest priority identified by residents surveyed.