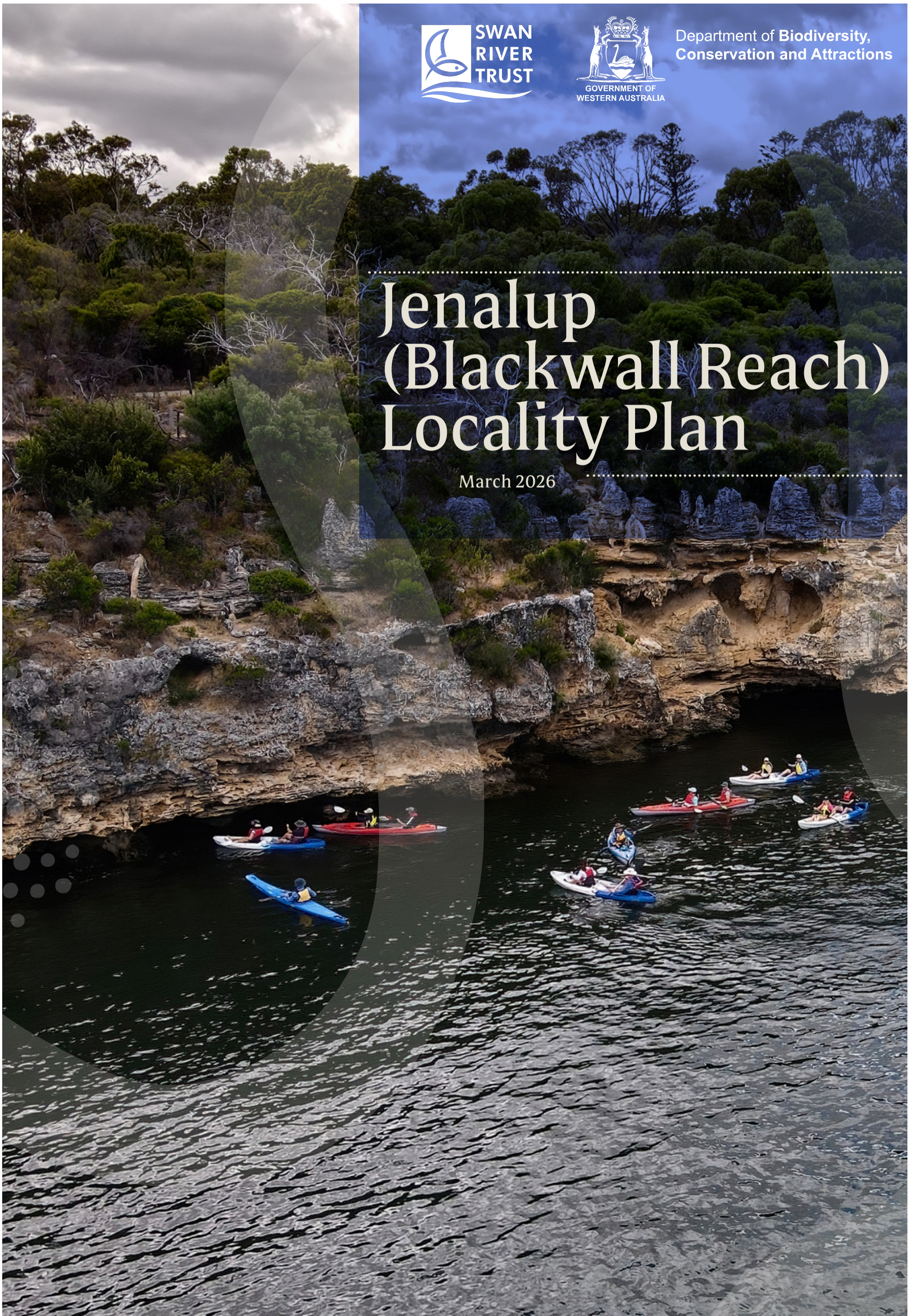


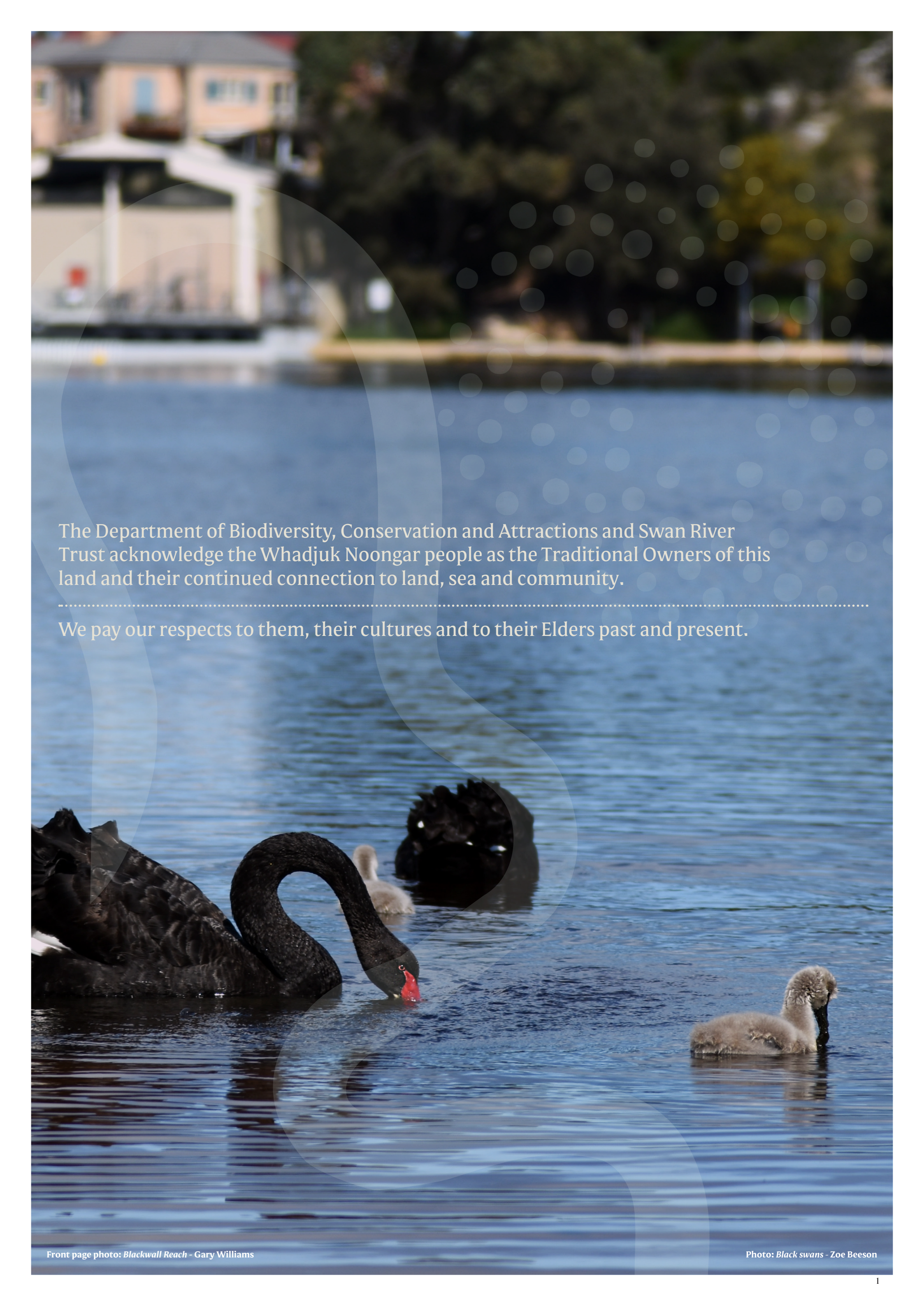


Department of Biodiversity,
Conservation and Attractions

Jenalup (Blackwall Reach) Locality Plan

March 2026





The Department of Biodiversity, Conservation and Attractions and Swan River Trust acknowledge the Whadjuk Noongar people as the Traditional Owners of this land and their continued connection to land, sea and community.

We pay our respects to them, their cultures and to their Elders past and present.

Introduction

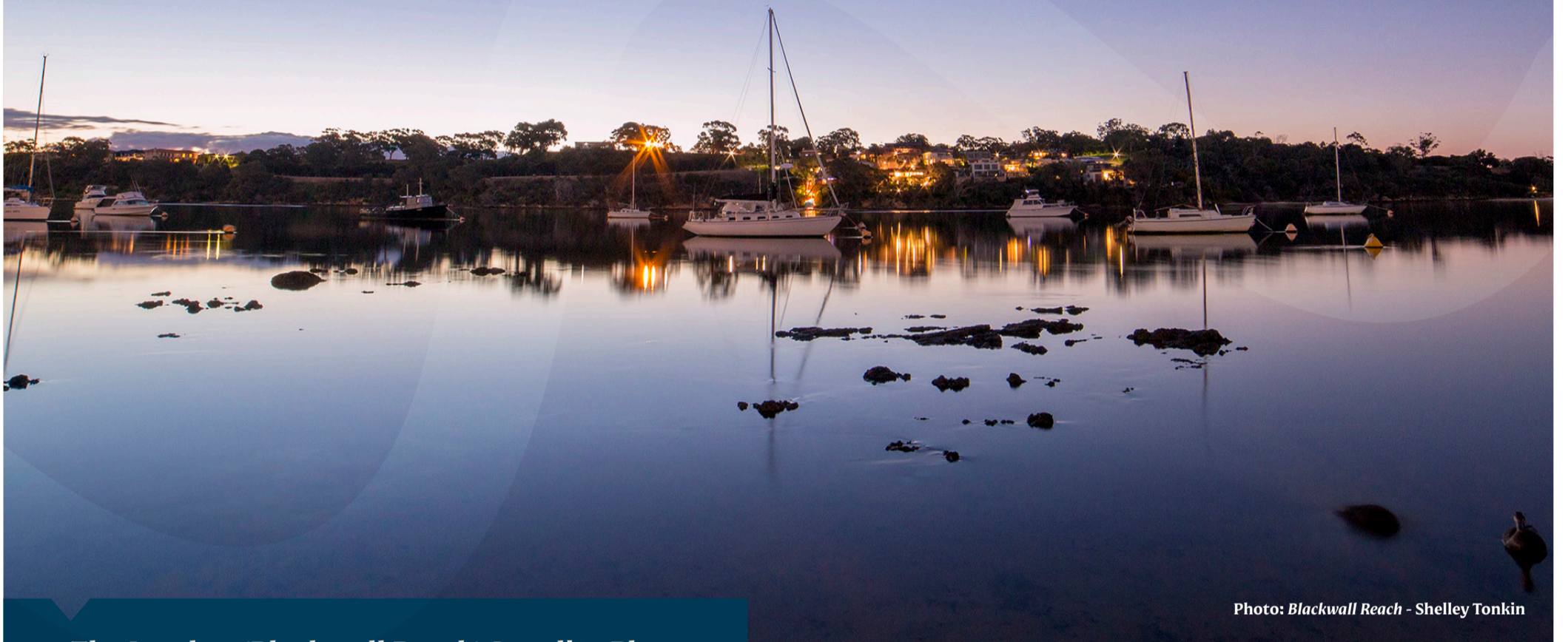


Photo: Blackwall Reach - Shelley Tonkin

The Jenalup (Blackwall Reach) Locality Plan

The Derbal Yirragan Djarlgarro (Swan Canning river system) is a complex and dynamic natural landscape. In addition to its fundamental ecological values and important floodplain function, it is valued for its landscape and scenic qualities, cultural and heritage significance, and focus for various recreation and tourism activities. While considering the river as this larger natural system, it is also acknowledged that its characteristics and identity change depending on the locality. To ensure the consideration and preservation of these unique attributes, locality plans have been developed for sections along the Swan Canning development control area (DCA).

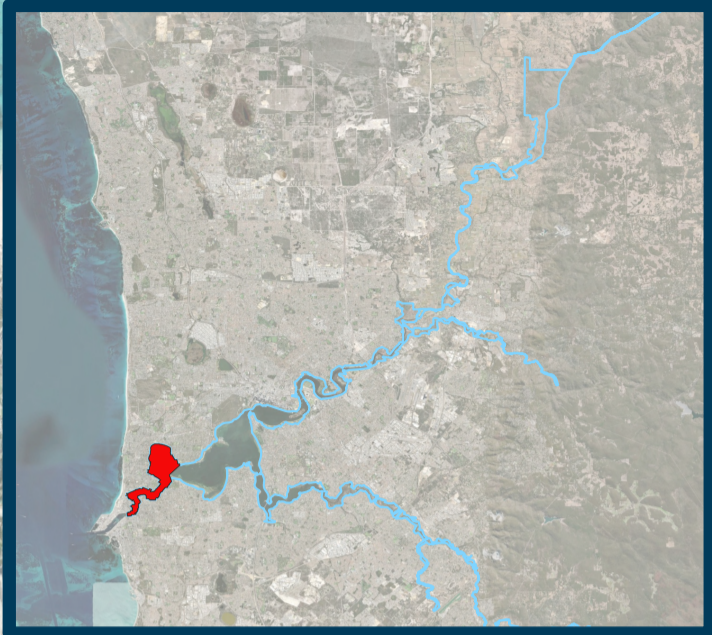
The Jenalup (Blackwall Reach) Locality Plan (the Plan) contains locality-specific policy statements to ensure that land use, design and development approaches respond to the environmental, cultural, heritage and social values of the Jenalup (Blackwall Reach) section of the river system. The Plan also brings together 'on' and 'off' water considerations to direct appropriate protection, restoration and activation of the river and its foreshores.

The Plan has been developed to achieve the objectives and principles of the *Swan and Canning Rivers Management Act 2006* (SCRM Act) and is policy developed and published pursuant to the SCRM Act to support consistent and integrated planning, decision-making and management outcomes in relation to the river system. It is to be read in conjunction with *Corporate Policy Statement No. 52: Planning for Localities along the Swan Canning Development Control Area*.

The Plan is supported by a separate Jenalup (Blackwall Reach) Action Plan that aims to guide planning and works in the locality. The actions should be delivered when opportunities present.

The extent of the Jenalup (Blackwall Reach) locality is identified in Figure 1 (next page) and includes land within the local governments of City of Fremantle, City of Melville, City of Nedlands, Shire of Peppermint Grove, Town of Claremont, Town of East Fremantle, and Town of Mosman Park. The policy statements apply to land within, abutting and affecting (including ecologically and visually) the DCA and includes public and private land.

Policy Area



The Jenalup (Blackwall Reach) locality extends from the Walyalup Bridge to Dyoondalup (Point Walter), Bicton and Point Resolution, Dalkeith.



Figure 1 – Jenalup (Blackwall Reach) Locality

Landscape Description



Photo: Point Direction - Gary Williams

This locality is the entrance to the Derbal Yirragan Djarlgarro (Swan Canning river system) from the ocean via Fremantle Harbour and is characterised by a combination of sandy beaches and steep, vegetated limestone landforms. The river and foreshore are intensively used for commercial, government, recreational, transport, nature and water-based activities. Public facilities, such as jetties, boat ramps, the Bicton Baths, and the numerous riverside food and beverage outlets contribute to the character of the area. There are a significant number of yacht clubs, marinas, boat sheds and moorings, community clubs and sporting facilities.

From the Walyalup Bridge to Jenalup Beach, the river is regularly flanked by high limestone cliffs with local vegetation. This section is relatively narrow, with an enclosed landscape, making it more sensitive to development scale, density and proportions than in the wider parts of the river. There are a diverse range of land uses in this section, with residential development and extensive active and passive recreational areas being predominant. The urban development consists of a mixture of repurposed heritage industrial buildings, architectural styles, colour, form and scale. There are a significant number of yachting/boating and community clubs, government facilities, including Department of Defence and Water Police, and education facilities on the foreshore and river. Power transmission lines cross the river between Leeuwin Barracks and Mosman Park.

From Chidley Point, the river broadens out into the wide-open waters of Mosman and Freshwater bays, allowing extensive views of the residential suburbs either side of the river and long views across the water. Around Freshwater Bay, from Chidley Point to Point Resolution, the landform features steep limestone cliffs that create a moderate degree of visual enclosure. Dyoondalup (Point Walter) spit is a significant natural landscape element in this reach of the river. The sandspit's vegetated islet regularly supports a breeding population of Australian fairy terns (*Sternula nereis nereis*), red-capped plovers (*Charadrius ruficapillus*) and black swans (*Cygnus atratus*). The site is an important feeding area and night roost for numerous waterbirds throughout the year and trans-equatorial migratory shorebirds during the summer months. Dyoondalup (Point Walter) has significant Noongar cultural values.

Residential development is the predominant land use surrounding Freshwater Bay. The residences are set atop the elevated limestone and dune landforms and are primarily large single-residential dwellings, with the occasional apartment development in Claremont. Foreshore reserves are generally narrow, turfed passive recreation areas, with pockets of local vegetation in cliff areas.

Vegetation is an important feature of the landscape across this locality, providing a natural element to the surrounding dominant suburban residential character.

Locality-specific Policy Statements

The policy statements are locality-specific. They support achievement of the key principles and policies as outlined in *Corporate Policy Statement No. 52: Planning for Localities along the Swan Canning Development Control Area*.



Photo: Mosman Bay - James Pontre



Photo: Chidley Point - Gary Williams

Protect and restore the river system

- 1.1 Ensure the natural conservation value and landform of Dyoondalup (Point Walter) spit is protected, particularly the bird nesting grounds.
- 1.2 Protect riverine biodiversity and in-water habitat, including during construction works and operational activities. Consider opportunities to incorporate habitat enhancements on in-water structures.
- 1.3 Remove weeds and improve vegetation condition using local plant species.

Protect and restore foreshore vegetation

- 1.4 Re-establish riparian vegetation to improve the environmental value and visual amenity of the foreshore. This is particularly important where riparian vegetation is absent or very constrained, including:
 - i. between the bridges at North Fremantle;
 - ii. along Riverside Road (East Fremantle), particularly near the Niergarup Track;
 - iii. at the sandy beaches of Peppermint Grove, Claremont and Dalkeith foreshores; and
 - iv. along Blackwall Reach Parade (Bicton).
- 1.5 Use local vegetation species within the foreshore reserve, including for landscaping.

Establish and maintain foreshore reserves

- 1.6 Enhance the interface with and connection to the river with shoreline treatments that improve environmental outcomes, improve community access and achieve high quality amenity outcomes, where possible.

- 1.7 Realign and narrow roads that are located within or abutting constrained sections of Regional Open Space reserve to optimise provision of foreshore space, slow down traffic and provide for active transport opportunities, such as along The Esplanade (Peppermint Grove), Johnson Parade (Mosman Park), Blackwall Reach Parade (Bicton) and Riverside Road (East Fremantle). Relocate roads outside of the Regional Open Space reserve where possible, particularly where there is an expected increase in population density in the area and anticipated increase in users of the reserve.
- 1.8 Ensure that new Urban zoned areas abutting the foreshore reserve include adequate provision of Regional Open Space.

Increase resilience to climate change

- 1.9 Ensure that buildings within the foreshore are appropriately set back to protect from flooding and other infrastructure within the reserve is set back or designed to accommodate some inundation to allow natural river foreshore flooding processes to occur.
- 1.10 Relocate foreshore leases and associated buildings that are vulnerable to climate change impacts, including storm surge damage, where possible, or grant leases for a reduced term to allow for future relocation or increased setback.
- 1.11 Address sea/estuary level rise where a riverwall is needed, through incremental increase in the wall height over time. Allowances should be made in the original design for these future additions.
- 1.12 Adapt the stormwater system to accommodate sea/estuary level rise. Use water sensitive urban design approaches to retrofit the system, including addressing piped river outlets that will become partially or completely submerged.



Photo: Point Walter Spit - Zoe Beeson

Implement water sensitive design

- 1.13 Design drainage to the river to protect the stability of landscape features, such as limestone escarpments and sandy slopes.
- 1.14 Maintain and restore natural hydrology, such as the natural springs along the cliffs adjacent to Jerrat Drive (East Fremantle) and the tidal wetlands at Prawn Bay.
- 1.15 Improve the quality of stormwater entering the foreshore. Implement water sensitive urban design, with the aim of incorporating at-source stormwater systems and overland flow through vegetated systems within the development footprint and within the catchment, instead of using end-of-pipe stormwater systems within the foreshore reserve.
- 1.16 Replace lawn turf located within the DCA but outside of parkland and active recreation nodes with local plants to reduce the demand on irrigation water sources and ensure best use of available irrigation water.

- 1.17 Implement nutrient, pesticide and irrigation industry best practice for grassed areas in proximity to the river, particularly active playing surfaces and where depth to the groundwater is less than 1 metre, including Gilbert Fraser Reserve and Wauhop Park. Establish buffers of local vegetation between the waterway and active recreation areas. Locate new active recreation areas outside of the DCA.

Minimise dredging and channel disturbance

- 1.18 Understand erosion and deposition patterns and the sediment cell balance when considering modifications to the riverbank interface, particularly from John Tonkin Reserve downstream, as the river is dynamic and fast-flowing, notably where the river narrows under the Fremantle bridges.
- 1.19 Ensure that sediment disturbance is minimised and appropriately managed, particularly in proximity to areas of historic contamination, the Fremantle Port, and areas of uncontrolled fill.

Retain and conserve cultural significance and heritage values

- 1.20 Retain and conserve elements of heritage significance that contribute to the landscape setting of the river, including places entered on the State Register of Heritage Places or in the Local Government Heritage List or Local Heritage Survey, such as HMAS Leeuwin Barracks, Bicton Baths, Fremantle Traffic Bridge and Ferry Capstan Base.
- 1.21 Integrate Aboriginal and non-Aboriginal culture and heritage into the foreshore design narrative.
- 1.22 Use Whadjuk Noongar names across the locality, such as Jenalup (Blackwall Reach area) and Dyoondalup (Point Walter), with naming to be informed by appropriate Noongar knowledge holders.

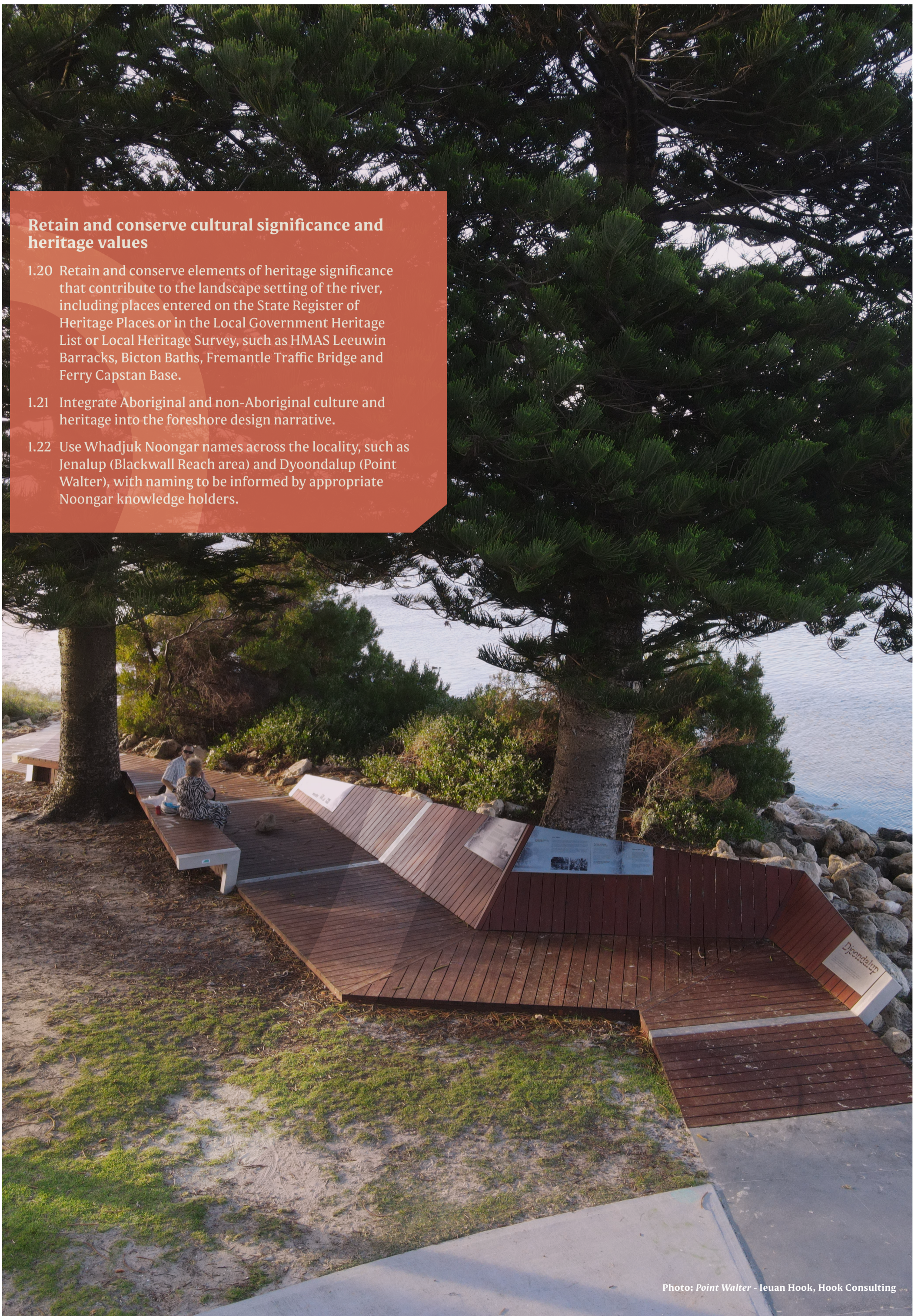




Photo: Freshwater Bay - Satori Cosgrove

Maintain the rivers and their foreshores as a community asset

- 1.23 Ensure clubs using foreshore land incorporate an uninterrupted, safe public access corridor along the river's edge and sufficiently set back structures. Improvements are particularly needed from John Tonkin Reserve to W Wayman Reserve.
- 1.24 Ensure that in-river uses are appropriate to the gazetted marine safety restrictions, complement the abutting land uses and comply with any established carrying capacities.

Maintain a sense of place

- 1.25 Protect the natural features of the locality, in particular the limestone escarpments and riverbed characteristics, including the deepest part of the Derbal Yirragan (Swan River) at Jenalup (Blackwall Reach), which has significant cultural, heritage and social values.
- 1.26 Enhance connections to the river and foreshore, such as through wayfinding, from nearby community or activity centres. Particular attention should be given to Bay View Terrace (Claremont), Leake Street (Peppermint Grove) and Andrews Road (East Fremantle).

Secure public access to the rivers and their foreshores

- 1.27 Address gaps in and improve the public access path network around the foreshore:
 - i. within Gilbert Fraser Reserve;
 - ii. within Jerrat Drive (East Fremantle) at the top of the escarpment (with the possibility of a viewing area), including providing cyclists with wayfinding and an alternative route between Jerrat Drive (East Fremantle) and Bicton Baths, such as via a bicycle lane within road reserves;
 - iii. on the riverside of yacht club and community club buildings;
 - iv. connecting into the Walyalup Bridge and making provisions to enable future connection to the Fremantle Port redevelopment; and
 - v. connecting the Stirling Bridge and Walyalup Bridge to create a loop that improves all-access walking and bicycle trails, and provides connectivity to the natural, recreational and cultural nodes.



Photo: Bicton Baths - Ieuan Hook, Hook Consulting

Secure public access to the rivers and their foreshores cont.

1.28 Account for the environmental values, terrain and landscape amenity of the foreshore reserve when providing public access. Universal access (wheelchair accessible) paths are to be provided where possible and appropriate, based on site conditions. Access paths may not be possible if construction would result in unacceptable ecological impacts due to fill requirements.

- i. Provide shade along the foreshore path, particularly from John Tonkin Reserve to East Street Jetty;
- ii. Install stairs from Petra Street (Bicton) to the foreshore and connect to Bicton Baths;
- iii. Respond to the site and local context in the design. A trail is preferred in some areas due to the topography or environmental sensitivities, such as in the Harvey Beach and Cypress Hill area, parallel to Riverside Drive (Mosman Park), Chidley Reserve, along the Claremont and Dalkeith beaches, Point Resolution, Blackwall Reach, Rocky Bay and at the base of the Jerrat Drive escarpment; and
- iv. Access to the water may not always be ecologically or culturally appropriate or practical.

1.29 Move pathways away from the river's edge to create space for natural foreshore treatments and riparian vegetation restoration.

1.30 Encourage the incorporation of a bicycle lane (or other appropriate facility) within road reserves adjacent to the foreshore, including as part of road pavement rehabilitation and resurfacing projects, where appropriate. Refer to *Planning and Designing for Active Transport in Western Australia: All Ages and Abilities Contextual Guidance* for recommendations on appropriate bicycle facilities based on road function.

1.31 Enhance the use of the river for kayaking and canoeing, where appropriate. Maintain and enhance public kayak/canoe launching facilities or beach river access points.

Provide opportunities for water transport

1.32 Recognise the importance of the river for commuting, recreation, tourism and leisure, as well as its conservation and amenity values. Maintain and retain existing public jetties. New jetties are to be a sensitive design and built form to complement the river landscape, and link to the public access path network.



Photo: Freshwater Bay - Zoe Beeson

Establish linkages and ecological corridors

1.33 Protect foreshore vegetation and enhance the corridor of vegetation that abuts the river with local plant species, including sedge banks and habitat trees, to create a continuous vegetated corridor through the locality.

Complement the river landscape through sensitive design and built form

1.34 Ensure that waterlines and ridgelines remain the dominant visual elements of the river landscape:

- i. Integrate vegetation with development to minimise the contrast between the natural and built elements of the landscape, particularly where there is no road interface;
- ii. Protect the distinctive ridgeline and escarpment vegetation and its backdrop to the waterway;
- iii. Avoid substantial impact on the landscape qualities of the foreshore, particularly when considering bulk, form and location; and
- iv. Avoid major changes to natural ground levels or the erection of structures that dominate cliff faces or the foreshore. Ensure development is adequately set back to preserve and complement natural landforms, particularly along the Freshwater Bay and Mosman Bay escarpments. Construction methods are to minimise disturbance

of slopes, including cut/fill and use of retaining walls. Geotechnical reports may be required to accompany development applications.

1.35 Ensure development within and operation of the Fremantle Port does not result in adverse upstream environmental impacts.

1.36 Protect riverbanks in their natural state, maintaining and restoring the shoreline to conserve its ecological values. Where riverbank stabilisation is necessary, soft foreshore stabilisation approaches should be used. Avoid installing revetments and river walls, where possible. Rock material used for foreshore works is to be limestone.

1.37 Locate car parking within the foreshore reserves as far as possible from the river's edge, including relocating bays such as at Chester Road (Claremont), Chidley Point Reserve, The Coombe (Mosman Park), Bicton Baths Reserve, Norm McKenzie Park, John Tonkin Reserve, J Dolan Park and Johannah Street (North Fremantle). Where the foreshore is constrained, parking (apart from ACROD bays) should be located outside of the foreshore reserve.



Photo: John Tonkin Reserve - Duncan Wright

Activate the foreshores

- 1.38 Ensure that development and land uses are commensurate to the location, including consideration of surrounding uses and amenity and environmental values.
- 1.39 Enhance passive recreation at parkland nodes by providing public facilities, such as picnic areas, drink stations and barbeques.
- 1.40 Enhance the use of the foreshore for public events where appropriate, such as at John Tonkin Park, Wauhop Park and EJ Chapman Reserve. Events should be of a scale appropriate to the available facilities, including parking, and amenity considerations.
- 1.41 Preference temporary pop-up type activation of the foreshore, including within existing commercial nodes.
- 1.42 Ensure that commercial development within the foreshore reserve has a community focus, is small-scale, occurs within established commercial nodes or locations as identified in 1.43, enhances the natural character of the foreshore, and ideally delivers multiple benefits or services. The established commercial nodes in this locality are Keanes Point Reserve, John Tonkin Reserve and East Street Jetty/Beach Street. Set back development from the river's edge as much as possible.
- 1.43 Consider small-scale community and food and beverage development connecting East Street Jetty/Beach Street to the Walyalup Bridge, at the Freshwater Bay Museum, Bicton Quarantine Park and Russell Brown Adventure Park, where it can be demonstrated that the community's enjoyment of the river environment will be enhanced and is consistent with the foreshore purpose of the reserve. The site should be well connected to the principal shared path network.
- 1.44 Applicants are to prepare an overarching context analysis to support proposed new or expanded commercial development that considers the broader foreshore and river uses to ensure a diversity of public facilities and experiences.
- 1.45 Co-locate community clubs. Consolidate club facilities in nodes, with a preference for shared facilities. Clubs are to demonstrate a community benefit.
- 1.46 Locate lease areas an appropriate distance from the river, accounting for the site context, land use and development scale. This includes realigning and setting back the riverside boundary of an existing lease area as part of any redevelopment of the site.
- 1.47 Restrict over-water commercial development to the established locations opposite Jade Dodd Park and Merv Cowan Park. Boutique short-stay accommodation in conjunction with food and beverage and community uses may be considered at these sites.



Department of Biodiversity,
Conservation and Attractions



Department of Biodiversity, Conservation and Attractions

17 Dick Perry Avenue, Kensington 6151

Locked Bag 104, Bentley DC, WA 6983

Phone: (08) 9278 0900

Web: www.dbca.wa.gov.au

Email: rivers.planning@dbca.wa.gov.au