

City of Cockburn

Coogee Beach Land Use Master Plan 2025-2035

Part Two Background





Acknowledgement of Country

The Mayor, Councillors and staff of the City of Cockburn acknowledge the Whadjuk Nyungar people of Beeliar boodja as the traditional custodians of this land. We pay our respect to the Elders, past, present and emerging.

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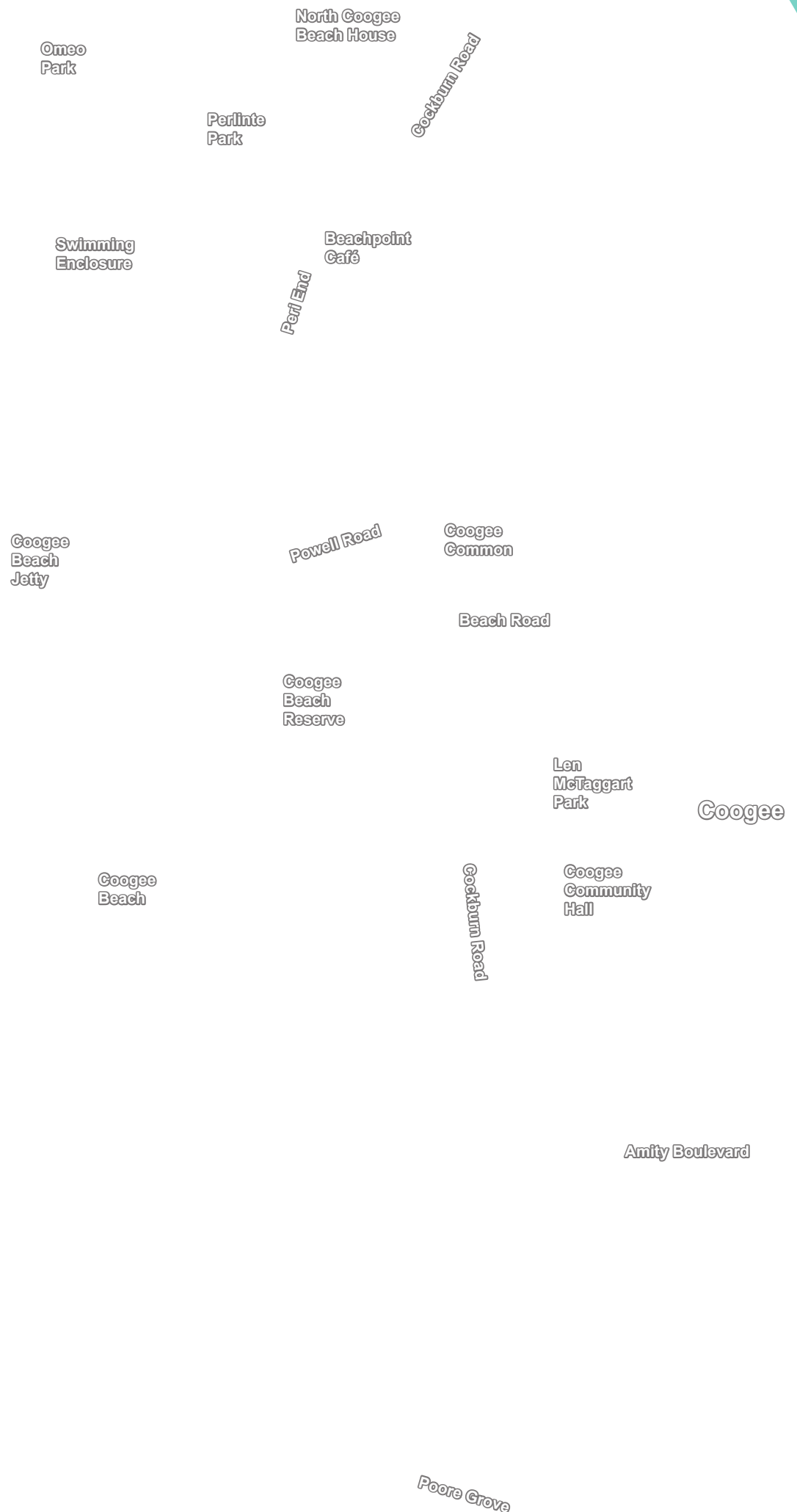
Coogee Beach Land Use Master Plan 2025-2035 - Part Two Background

No.	Author	Reviewed By	Date	Purpose
1	A Kelderman, K Yang	A Kelderman	28 August 2024	Draft
2	A Kelderman	A Kelderman	11 October 2024	Final Draft for Advertising
3	R Doohan	A Kelderman	28 March '25	Final for Council Decision
4	R Doohan	A Kelderman	16 May '25	Final

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Figure 1
Coogee
Beach -
Features
And
Landmarks



Woodman
Point

Poore Grove

Part Two - Background

This section should be read as a discussion of matters currently understood and known about the site and its surrounds (current context), and an assessment of the opportunities and constraints that may influence, or be influenced by, the future Coogee Beach Land Use Master Plan (the Master Plan). The general site area and surrounds, including key activities, public spaces and transport access is shown in *Figure 1*.

This section will also describe the benefits of different staging options and the likely costs incurred over the longer term, acknowledging that costs may increase over time due to various internal and external forces, and longer term costs are likely to be less accurate.

Full details of the Master Plan, including design principles, the preferred concept design and a summary of costs in the next 5-10 years can be found in Part One.

1

INTRODUCTION



1 Introduction

1.1 Project Background

Coogee Beach's foreshore reserve is a bustling recreational spot, especially during the summer season. Accessible via Cockburn Road, this area boasts several amenities including a caravan park, the Coogee Beach Surf Life Saving Club, the Coogee Beach Jetty, a protected swimming zone with a swimming enclosure, a café, open park spaces, and designated parking spots.

The existing Coogee Beach Landscape Master Plan (Ecoscape 2014, hereafter referred to as the 2014 Master Plan) has guided the phased implementation of infrastructure and public spaces improvement for the recreational precinct. Although the initial stages have been completed, emerging issues necessitate a review of the 2014 Master Plan.

1.2 Project Purpose

Developing a new master plan for land use will help coordinate different projects, creating a unified plan for Coogee Beach that meets community needs and coastal and infrastructure planning requirements. This approach will ensure development projects are delivered in a structured and logical order over both the short and medium to long term.

1.3 Aims and Objectives

The project will address the following matters:

- Confirm the intended role of Coogee Beach as a coastal node
- Recognise hazard management via inclusion of recommendations from the City's Coastal Hazard Risk Management and Adaptation Plan (CHRMAP)
- Resolve intended access arrangements to Cockburn Road
- Assess and plan for longer term car parking demand
- Provide long term improvements to pedestrian access
- Confirm the role of the Coogee Beach Caravan Park in the reserve and improve access arrangements
- Identify suitable outcomes for the redevelopment of the ageing Coogee Beach Café and explore other complementary commercial opportunities.
- Recognise natural hazard management via the preparation of a Bushfire Management Plan

1.4 Project Area Land Use and Tenure

Figure 2 shows the project area boundary. The Coogee Beach foreshore is located less than 9km west of Cockburn Central and just over 7km south of the Fremantle central area. The study considers areas beyond the boundary area to understand its relationship with the broader precinct and environment, including vegetation, ecology and biodiversity, user demographics, cultural connections, and the access and movement network.

The majority of the area is located within a Parks and Recreation Reserve (Figure 3). To the eastern edge, the Cockburn Road corridor is within a Regional Road Reserve and includes the road and a large area of open grassland east of the road alignment. Railways Reserves and a number of local reserves are also present, and the western boundary of the study area, the Cockburn Sound, is a Waterways Reserve.

The study area comprises a generally consistent strip of vegetation running along the primary sand dune of the beach, approximately 70-80 metres wide. The northern end including Perlinte Park is slightly wider in places (80-95 metres), and the width of the vegetation in front of Coogee Beach Surf Life Saving Club (SLSC) is the obvious outlier, being closer to 20 metres wide allowing for closer access to the beach front for surf life saving functionality.

There are two distinct landscaped parkland areas located at the northern and southern end of the Coogee Beach foreshore reserve.

The **northern parkland** area is larger and serves as the City's premier outdoor event space. It includes:

- large grass areas, various shade structures and picnic facilities
- Coogee Beach Jetty
- a café building
- playground
- toilet block
- beach showers
- tennis courts

The **southern parkland** area is located adjacent to the SLSC and includes:

- small grassed area, shade structures and picnic facilities
- playground
- beach showers
- an integrated community facility including SLSC, gymnasium and function rooms
- toilets and changerooms
- a cafe integrated in the SLSC building but separate to it

Central to the study area is a caravan park located on land leased from the City of Cockburn. Parking is present in four main line-marked areas, although there exist many areas used for informal overflow parking.

Tenure is predominantly vested in the City of Cockburn, Main Roads WA for Cockburn Road and its potential widening, and the Department of Biodiversity, Conservation and Attractions for management of the Woodman Point Regional Park. The Public Transport Authority manages a strip along the western edge of Cockburn Road (Figure 4). There is no private land tenure within the study area. Small additional parcels are also managed by the City.



Figure 3 Coogee Beach Land Use Master Plan Study Area Planning Scheme Reserves (Land Use)

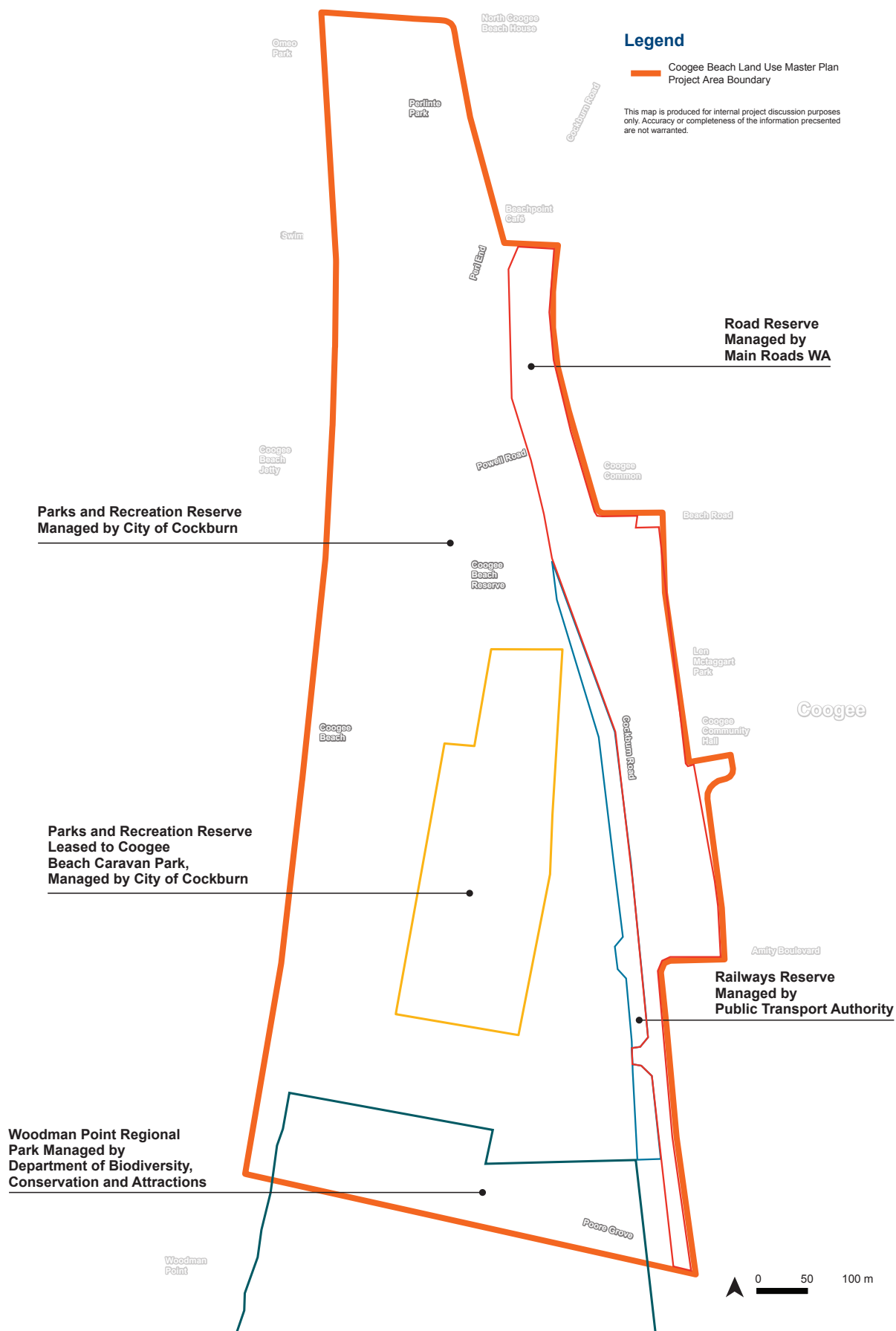


Figure 4 Coogee Beach Land Use Master Plan Study Area Land Management

2 STRATEGIC CONTEXT



2 Strategic Context

This section examines all relevant strategic direction and guidance from all levels of government in relation to Coogee Beach.

2.1 State Planning Policy

2.1.1 State Planning Policy 2.6 Coastal Planning

State Planning Policy 2.6 Coastal Planning (SPP 2.6) recognises the Western Australian coastal zone's significant environmental, economic and social values. Coastal foreshore reserves, like Coogee Beach, form a rich part of West Australian beach culture. Our urban coasts are experiencing high demand from various recreation, social connection and commercial uses. At the same time, coastal zones are becoming increasingly vulnerable to climate-induced coastal hazards and the pressures of population growth.

Planning Undertaken under SPP 2.6

In accordance with SPP 2.6 and the guiding documents supporting it, the City undertook coastal hazard planning for the overall City of Cockburn coastline including the study area. The Coastal Adaptation Plan (GHD 2016, herein after referred to as the CAP) identified predicted changes to the coastline over a 100-year timeframe. The CAP indicated that a number of foreshore assets and amenities would be affected by coastal hazards.

Subsequently, the City completed the Foreshore Management Plan 2020-2070 (FMP), which recommended a number of assets and amenities be relocated as part of a retreat strategy for the area due to varying exposure to coastal hazards.

The outcomes of the CAP and FMP are the key driver for the review of the existing 2014 Master Plan. Both documents are described in more detail in Section 2.5.

Coastal Nodes

SPP 2.6 identifies the need for coastal nodes to occur within an area identified as a coastal foreshore reserve. The definition of coastal nodes is listed in clause 7.5 in Schedule One of SPP 2.6 as follows:

“The need for the provision of coastal nodes on the coast is recognised and should provide for a range of facilities to benefit the broader public. Such nodes may be developed within the coastal foreshore reserve but should only be located where identified in a strategic plan. Nodes should be located on stable areas; should have no negative impacts on the adjacent environment; and should avoid areas of high natural landscape or resource value.”

The coastal node definition relates to the land uses within the node and the area from which users access the coast. It explicitly excludes residential development and is distinguished from an activity centre in State Planning Policy 4.2 – Activity Centre (SPP 4.2), which defines more urbanised mixed-use locations. Coogee Beach as a Parks and Recreation Reserve does not fit in and does not interact with the SPP 4.2. However, it is noted that the Activity Centre hierarchy defines North Coogee as a District Centre, and there are implications for future demand at Coogee Beach.

Coogee Beach is currently considered to operate at a ‘District’ scale node in regard to assets and amenity provided, but at a ‘Regional’ scale node in regard to community use and access. The Master Plan will identify the aspirational long term scale of the Coogee Beach node in this hierarchy.

Coastal Node Considerations and Development Control Policy 3.5 - Use of Land Reserved for Parks and Recreation and Regional Open Space

Coogee Beach forms part of the Metropolitan Regional Scheme’s Regional Open Space (ROS). In addition to the coastal foreshore reserve requirements in SPP 2.6, this master plan must also consider the requirements of the MRS and ROS, specifically Development Control Policy 5.3 — Use of Land Reserved for Parks and Recreation and Regional Open Space (see Section 2.1.4).

2.1.2 State Planning Policy 2.8 Bushland Policy for the Perth Metropolitan Region

The master plan area forms part of Bush Forever site No. 341, including Woodman Point, Coogee and Munster. The site is a 247 hectare area containing Quindalup, Cottesloe Central & South Vegetation Complexes. The majority of the site is owned by the State of WA and vested in the Department of Biodiversity, Conservation & Attractions (DBCA) or the City of Cockburn.

The policy specifies that proposals or decision-making for activities in a Bush Forever site should support a general presumption against clearing regionally significant bushland or other degrading activities. DBCA has detailed management directives for the master plan area in the Woodman Point Regional Park Management Plan.

The implication of State Planning Policy 2.8 on the Master Plan relates to any potential proposal for vegetation clearing within the project area, including the Railway Reserve and Cockburn Road reserve. Engagement with DBCA will be required regardless of vegetation clearing proposals through their role as manager of the Woodman Point Regional Park, however, any vegetation clearing proposed will also require consultation and approval via the Environmental Protection Authority (EPA).

2.1.3 State Planning Policy 3.7 Planning in Bushfire Prone Areas

As Western Australia experiences increasingly hot and dry conditions, and protracted severe weather seasons, the importance of risk-based land use planning in bush fire prone areas is heightened. **State Planning Policy 3.7 Planning in Bushfire Prone Areas** (SPP 3.7) provides for land use planning and development which adheres to the principles of preservation of life and reduced impact of fire on property and infrastructure.

The objectives of SPP 3.7 are to:

- Avoid increase in the threat of bushfire to people, property and infrastructure, with preservation of life and management of bushfire impact paramount.
- Reduce vulnerability to bushfire through identification and consideration of bushfire risks at all stages of the planning and development process.
- Ensure that higher order strategic planning documents, strategic planning proposals, subdivision and development applications include bushfire protection requirements and specified measures.
- Achieve an appropriate balance between bushfire risk management measures and biodiversity conservation values and management, environmental protection and landscape amenity, with consideration of climate change impacts.

The Master Plan site sits within the Woodman Point Regional Park and Bush Forever site 341 and is a designated Bushfire Prone Area with a Bushfire Hazard Level ranging from extreme to low. Given the existing community uses and the resultant risks to people, property and infrastructure, long term planning will need to consider bushfire hazard planning through a Bushfire Hazard Level Assessment, Bushfire Attack Level assessment and preparation of a Bushfire Management Plan.

A pre-existing Bushfire Management Plan (Bushfire Works 2023) identifies existing bush fire prone areas within the current developed foreshore. New development should be undertaken in conjunction with a revised Bushfire Management Plan.

2.1.4 Development Control Policy 5.3

The **Development Control Policy 5.3 – Use of Land Reserved for Parks and Recreation and Regional Open Space** (DC 5.3) outlines the circumstances under which the Western Australian Planning Commission (WAPC) may approve the use and development of land reserved for parks, recreation, and regional open space for different purposes. It ensures that development aligns with the intended purpose of these reserved areas while considering environmental and recreational factors.

DC 5.3 specifies that WAPC will only approve the use of reserved land that is restricted to either:

Incorporated sporting clubs and/or community groups	Private businesses
<ul style="list-style-type: none">• have a constitution which does not restrict membership (by way of sex, race or creed)• provide public access to sporting facilities• includes provision for finance and membership of club/ organisation• includes wind up provisions for the club	<ul style="list-style-type: none">• are in accordance with a management plan endorsed by the WAPC• are open to and provide services for the public• have a purpose which is ancillary and incidental to the primary purposes of the reservation

Incidental Uses on Parks and Recreation Reserve

Existing uses within the site include:

- Caravan park/tourist accommodation (Discovery Parks caravan site)
- Carpark (the public car parks)
- Community purpose (surf club and community meeting space)
- Restaurant (the café).

When proposing land uses within the Master Plan area beyond complementary/ incidental uses within the Parks and Recreation Reserve, there are some limitations.

Surf Life Saving Club (SLSC): The SLSC is privileged to operate commercial activities to ensure its financial viability. This exception is granted because the SLSC functions as a not-for-profit recreation club.

Surfing Lizard Subtenancy: The Surfing Lizard operates as a subtenant of the Surf Club and is not directly managed by the City, although the City assists the club with contractual and compliance matters.

Permitted Use and Complementary Tenancies: According to the Management Order, commercial tenancies within the reserve can only be complementary to recreational purposes. Specifically:

- Kiosk: The kiosk is considered an acceptable food venue that aligns with the concept of complementarity uses for Recreation.
- Restrictions on Other Food Venues: Restaurants, cafés, and commercial event spaces would require further consideration to ensure that they fall within complimentary/incidental uses defined by the Department of Planning, Lands, and Heritage (DPLH).

2.2 Metropolitan Region Scheme

The Metropolitan Region Scheme (MRS) is a regional level statutory planning instrument that defines strategic or regionally significant land use permissibility in the Perth Metropolitan Area. Local planning schemes are required to be consistent with the higher order land uses, although can provide more fine grain land uses within broader MRS Zones. Regional reserves, however, must be reflected exactly in local planning schemes.

The Foreshore area is predominantly reserved under the MRS as Parks and Recreation (P&R), with Railways reservation adjacent to the Primary Regional Road reservation along Cockburn Road (*Figure 3*).

It includes Metropolitan Region Scheme Reservations:

- Lot 171 (4 Powell Road): 40,105m², P&R (under management of the City)
- Lot 172 (20 Poore Grove): 84,973m² P&R (under management of the City)
- Lot 173 (3 Powell Road): 44,404m² P&R (under management of the City, with a lease to Discovery Parks - Coogee Beach Caravan Park)
- Portion of Lot 304: P&R (under management of DBCA)
- Lot 500: 6,968m² Railways, under management of the City
- Lot 501: 24,407m² Railways, under management of the City
- Lot 502: 39,004m² Railways, under management of the City
- Lot 207 Powell Road P&R (under management of the City)
- Cockburn Road Primary Regional Road Reserve (Main Roads).

2.2.1 MRS Amendment 1422

Land within the study area has recently been subject to an amendment which transferred about 4.16 hectares of land from the Railways and Primary Regional Road reservations to the Parks and Recreation reservation (Figure 5 and Figure 6), now under Management of the City of Cockburn.

MRS Amendment 1422 was gazetted on 8 November 2024.



Figure 5 Previous MRS reserves



Figure 6 MRS amendment 1422

2.2.2 MRS Amendment 1010/33

MRS scheme amendment 1010/33 gazetted in 2004 for the rezoning of today's Port Coogee Urban and Industrial zone and Parks and Recreation reservation, included part of the project area in the north.

An Environmental Conditions – Statement No. 000636 (EC636), a component of the scheme issued by the Minister for the Environment, is incorporated to ensure environmental remediation is consistent with the intended land use and protection of marine water quality.

It applies to a portion of mainly vegetated land on both sides of Powell Road between the northern carpark and Cockburn Road associated with drainage and a low point of the area where runoff will flow to the Port Coogee area.

EC636 details the requirement that Management Programs and Management plans be prepared in accordance with the specifications.

The Port Coogee Revised Local Structure Plan is a main document related to the MRS amendment 1010/33. However, it does not cover the remnant of the MRS area in the Coogee Beach Reserve (this project).

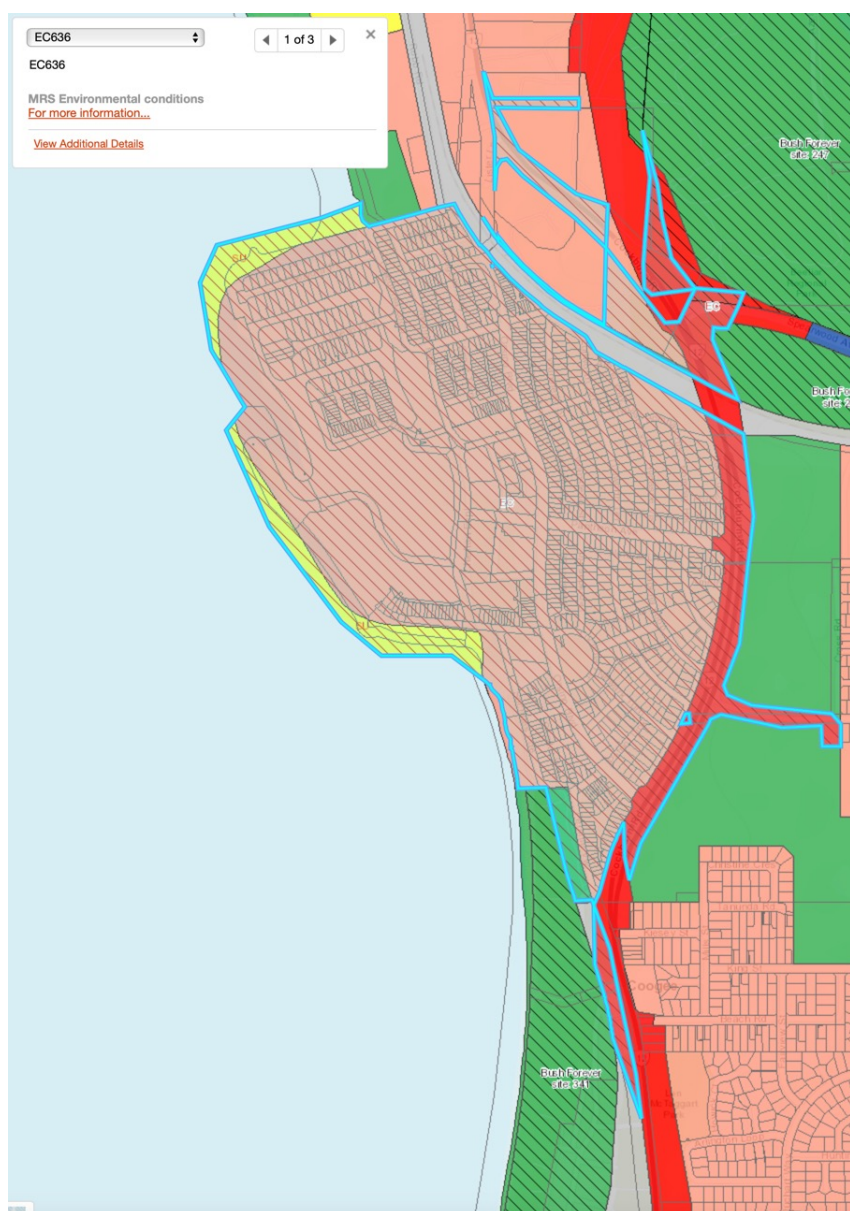


Figure 7 EC636 area on the scheme map (blue outline)

2.3 Woodman Point Regional Park Management Plan

The Woodman Point Regional Park Management Plan 2010 (Woodman Point RPMP) was prepared by the Conservation Commission of WA and the then Department of Environment and Conservation, in consultation with the Department of Sport and Recreation, the Department of Transport and the City of Cockburn.

The Woodman Point RPMP includes most of the master plan area and the entirety of the Regional park is in Crown Reserve (tenure). The majority of the Regional Park is managed by the Department of Biodiversity, Conservation and Attractions (DBCA), with the balance of the Master Plan area vested in various organisations (*Figure 4*).

The City endorses the strategies outlined in the Woodman Point Regional Park Management Plan, and as such the Master Plan should align with the overall direction set to protect the site's values, extending to the emphasis on land uses and facilities that are consistent with a Regional Park reserve.



The management of visitor numbers should be considered within this context.

The proposed management of coastal erosion and inundation risk within the areas zoned for natural environment uses and recreation, will also need to be considered in the context of the RPMP.

Members of the Woodman Point Regional Park Community Advisory Committee will need to be engaged during development of the Master Plan.

Table 1 presents an extract of the RPMP management emphasis and acceptable uses and facilities for each of the designated areas included in the Master Plan area.

Figure 8 Management zones in the Woodman Point Regional Park Management Plan 2010

Table 1 Woodman Point Regional Park Management Plan management zones

Area	Management Emphasis	Acceptable Uses and Facilities
Area 1 Recreation	The management emphasis is to provide for appropriate uses that do not adversely affect the natural environment. Areas will be managed jointly for public use, conservation and enhancement of flora and fauna, and improvement of landscape qualities . Public use must be compatible with the assigned purpose of the relevant reserve. Visible evidence of management may be moderate to high. Management will encourage uses and develop facilities that promote conservation and education.	Public access primarily by walking trails and cycle paths. Through access by vehicles along established roads is allowed. Some development of facilities may be necessary. These may include facilities associated with education and visitor services. The provision of facilities will depend on the values of an area. Rehabilitation and habitat protection may be necessary.
Area 2 Recreation	The prime emphasis of management will be to provide a variety of recreation opportunities . The type and scale of facilities provided will depend on the values of any given area, community demand for recreation and the appropriate management of the Park. Management involves minimising the impact of visitor activities through the sensitive placement and provision of access and facilities as well as through the provision of information and interpretive material . Visible evidence of management may be high.	Public use may be high in these areas. Predominantly passive recreation pursuits , allowing for park service and picnic facility development. Commercial concessions are considered appropriate within this management zone. Rehabilitation, landscaping and reticulation of areas may be necessary.
Area 3 Caravan Park and Recreation		
Possible future expansion of the park	Part of the railway reserve and vegetated area.	

2.4 Local Planning Framework

2.4.1 Strategic Community Plan 2020 – 2030

The Strategic Community Plan 2020–2030 (SCP) sets the City’s direction, strategic objectives, and community aspirations. The City finalised the SCP during the COVID-19 pandemic, following pre-pandemic community engagement in 2019. During engagement, community members shared 2,491 suggestions.

The community identified their top priorities to pursue over the lifetime of the SCP, with security and community safety being three times more likely to be mentioned first in the community survey than any other theme. Other high priorities included accessible and inclusive community services and public open spaces, recreation and leisure, health services, sustainability, natural area protection and tree canopy.

SCP Key Outcome Areas:

Community aspirations and priorities are captured under five key outcome areas:

- **Local Economy:** A sustainable and diverse local economy that attracts increased investment and provides local employment.
- **Environmental Responsibility:** A leader in environmental management that enhances and sustainably manages our local natural areas and resources.
- **Community, Lifestyle and Security:** A vibrant, healthy, safe, inclusive and connected community.
- **City Growth and Moving Around:** A growing City that is easy to move around and provides great places to live.
- **Listening and Leading:** A community-focused, sustainable, accountable and progressive organisation.

Environmental Responsibility:

Most priorities within the Environmental Responsibility outcome area are relevant to Coogee Beach, including:

- coastal natural area protection
- open spaces and parks accessible to everyone
- increasing the urban tree canopy
- climate change, particularly for people under the age of 25
- upgrading parks and local infrastructure, including those for young people.

More generally, community priorities with application to Coogee Beach included:

- improved security/lighting
- public transport connections,
- parking, cycleways and footpaths
- recreation and leisure generally
- community engagement focus
- asset management and financial responsibility
- cultural heritage, with particular significance to people identifying as Aboriginal.

2.4.2 Local Planning Strategy

The City's Local Planning Strategy (LPS) vision is "to create a sustainable, healthy, connected and prosperous Cockburn community" underpinned by key themes of environment, urban growth and housing, economy and employment, infrastructure and governance.

The City's Local Planning Strategy was endorsed by the Western Australian Planning Commission on 28 October 2024.

The LPS acknowledges coastal areas as key attractors, ensuring they are highly accessible without destroying those elements that are valued and identifies Coogee Beach foreshore as a popular destination.

Coastal planning implications

The LPS acknowledges that areas of City's coast are exposed to coastal processes, with increasing vulnerability to the impacts of sea level rise, storm surges and changes in sediment regimes. The LPS identifies the need for coastal nodes in accordance with SPP 2.6 to guide planning, community expectations and funding opportunities for facilities and infrastructure.

The LPS includes a recommendation to implement local planning scheme Special Control Area (SCA) in vulnerable coastal areas to designate coastal hazard risk areas and control land use. The LPS also notes that foreshore management plans will respond to the Coastal Adaptation Plan (as amended) for reserved land. For example the Coogee Beach Foreshore Management Plan and the trigger point framework for decision making.

The following LPS actions under the key theme of ‘Environment’ are relevant to Coogee Beach, and ensuring development, infrastructure and the location of coastal facilities responds appropriately to coastal processes:

LPS Environment actions:

- Implement the Coastal Hazard Risk Mitigation and Adaptation Plan (CHRMAP) and limit development encroachment in areas of risk.
- Ensure coastal foreshore planning guides beach access locations, infrastructure level, coastal defence, financial sustainability and mitigates environmental impact.
- In collaboration with adjoining Local Governments, ensure coastal and remnant vegetation links remain intact and provide appropriate protection.
- Ensure that all development responds to sea level considerations on the coast and is consistent with SPP 2.6 Coastal Planning Policy Guidelines, and the outcomes of the City’s Coastal Vulnerability Assessments through the preparation of a local planning policy.

2.4.3 Town Planning Scheme No. 3

At its 9 April 2024 OCM, Council endorsed the draft Local Planning Scheme for the purposes of public consultation. At the time of writing this report it is progressing along the review process. As required under the MRS, it reflects the Regional Reserves of the MRS (Section 2.2) and identifies the Coogee Beach foreshore as part of the Woodman Point Regional Park and Bush Forever Site 341.

Development Contribution Plan DCA 13 in the adjacent residential area funds the infrastructure and administrative items for Coogee Surf Club and the Bicycle Network – West within the project area.

2.5 Local Management Plans

2.5.1 Coogee Beach Landscape Master Plan 2014

The 2014 Master Plan has guided the phased implementation of the initial stages of infrastructure and public space improvements for the recreational precinct (Section 1.1). Given the evolution of coastal management planning since the adoption of the 2014 Master Plan, this Master Plan will supersede the 2014 Master Plan, notwithstanding that many principles of the 2014 Master Plan remain relevant. These are discussed in greater detail in Section 5. The 2014 Master Plan is represented in *Figure 9*).

2.5.2 City of Cockburn Coastal Adaptation Plan 2016

The CAP was adopted in 2016 as the first iteration in a longer term and evolving decision-making process for the City, community and key stakeholders on adapting to coastal processes. The plan was developed under the SPP2.6 framework (see Section 2.1.1).

A recommendation of the CAP was to prepare a Coogee Beach FMP to provide an implementation framework for adaptation and long term retreat, including immediate-term adaptation measures. Other key focus areas that remain relevant to the Coogee Beach Foreshore are:

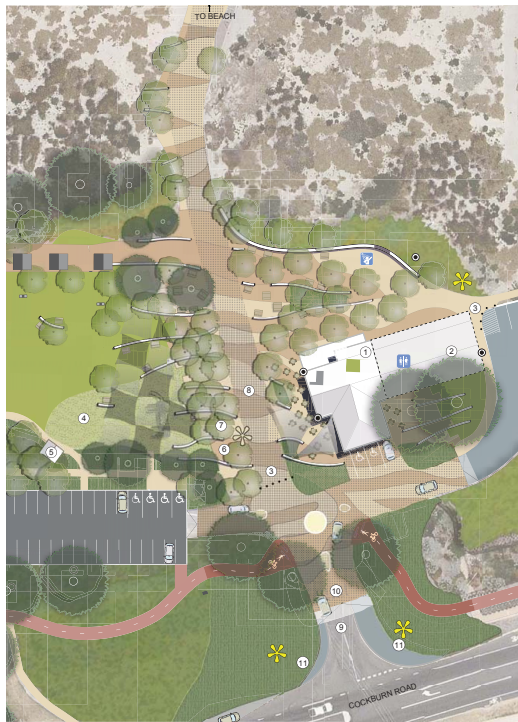
- Managed retreat of assets in response to expected shoreline recession due to erosion
- Engage with the community on coastal risks, impacts, values and the adaptation plan
- Interim measures be considered to support continued use of existing assets until they are no longer viable.

The City are now preparing a new CHRMAP, with preliminary mapping available, reflecting a landward progression of hazard lines since the 2016 vulnerability modelling was undertaken. This Master Plan acknowledges the potential changes to hazard modelling and reflects a conservative approach to foreshore development.

2.5.3 Coogee Beach Foreshore Management Plan 2020 – 2070

The Coogee Beach FMP was adopted in November 2020 as a 50 year guide to coastal hazard adaptation whilst maintaining the recreational values of the foreshore, as recommended in the CAP. The FMP outlines recommendations for the sustainable use of the foreshore in response to coastal hazards like erosion and inundation, which are expected to intensify due to projected sea level rise. The plan emphasises a flexible adaptation pathway, using trigger points to adapt management strategies based on evolving coastal risks.

Immediate actions focus on infrastructure adaptation and environmental conservation, while long-term strategies consider more significant infrastructure changes to manage coastal hazards effectively (see *Figure 10* for both short and long term plans).



CAFE HUB

CAFE HUB LEGEND

FEATURES

- 1 PROPOSED ADDITIONAL ABLUTION FACILITIES
- 2 PROPOSED CAFE EXTENSION WITH UNDERCOVER DINING AND ADDITIONAL CAFE STORAGE
- 3 SERVICE VEHICLE ACCESS
- 4 ACCESSIBLE PLAYGROUND EXTENSION
- 5 PICNIC SHELTER IN VEGETATED MOUND
- 6 OVERHEAD POWERLINES REMOVED
- 7 EXTENDED PARKLAND WITH SHADE TREES AND PICNIC FACILITIES
- 8 DUAL INSPIRED COLOURED CONCRETE IN-SITU PAVING PATTERN TO ENCOURAGE VISUAL AND SPATIAL CONNECTION BETWEEN CAFE AND PARKLAND
- 9 WIDENED ENTRY ROAD
- 10 RAISED SHARED PEDESTRIAN/VEHICULAR AREA
- 11 MAINTAIN SITE LINES TO PEDESTRIAN CROSSING
- 12 UPGRADES TO BEACH ACCESS SUBJECT TO FUTURE PLANNING

ACCESS

- PROPOSED SHARED PATH
- EXISTING SHARED PATH
- CONCRETE PAVING
- TRAFFICABLE CONCRETE PAVING

VEGETATION & TOPOGRAPHY

- EXISTING SIGNIFICANT TREE TO BE RETAINED
- TREES PROPOSED
- ENTRY PLANTING
- REVEGETATION
- TURF
- MOUNDING

SITE FEATURES AND AMENITY

- REFURBISH EXISTING ARTWORK
- INTERPRETIVE SIGNAGE / ARTWORK DEDICATED TO THE ABORIGINAL HISTORY OF THE SITE
- ABLUTION & CHANGE ROOMS
- BEACH SHOWER
- SEATING WALL
- RETAINING WALL
- BOLLARD
- EXISTING CCTV
- LOOSE FURNITURE
- PICNIC SETTING
- EXISTING PICNIC SHELTER TO BE RETAINED
- PICNIC SHELTER IN MOUNDED PLANTING
- CYCLE SLOW POINT RAILING

MASTER PLAN LEGEND

ACCESS

- CAR PARK / ROAD
- PEDESTRIAN CROSSING
- SHARED PATH
- PEDESTRIAN PATH
- LOW FENCE WITH CHILDPROOF LOCKABLE GATES AND FAUNA ACCESS
- EXISTING BOARDWALK
- RESTRICTED VEHICLE ACCESS

VEGETATION & TOPOGRAPHY

- EXISTING SIGNIFICANT TREE TO BE RETAINED
- TREE PROPOSED
- CAR PARK STORM WATER SWALE
- TURF
- MOUNDING

SITE FEATURES AND AMENITY

- INTERPRETIVE SIGNAGE / ARTWORK DEDICATED TO THE ABORIGINAL HISTORY OF THE SITE
- EXISTING ARTWORK TO BE REMOVED
- EXERCISE STATION
- WAY FINDING SIGNAGE
- AMALGAMATED INFORMATION / WAY FINDING SIGNAGE
- BEACH SHOWER
- ADDITIONAL PONTOONS
- CYCLE SLOW POINT RAILINGS
- THREE PHASE POWER FACILITY

ZONING

- LOT BOUNDARIES. NOTE: WOODMAN POINT REGIONAL PARK BOUNDARY INCLUDES LOTS 171, 172, 173 & 304
- INDICATIVE AREA OF PROPOSED EXCISION BOUNDARY FROM RESERVE 49220
- APPROVED EXCISION BOUNDARY FROM RESERVE 49220



LAWN AREA	BEFORE	AFTER
OVAL AREA	8976	9060
REMOVED ACCESS ROAD TO COOGEE BEACH HOLIDAY PARK	0	700
TOTAL AREA OF TURF	8976	9760

CARPARK LOCATION	BEFORE	AFTER
NORTH OF CAFE	116	146
SOUTH OF CAFE	86	137
NEW SURF CLUB PARKING	127	247
TOTAL NUMBER OF CARPARK BAYS	329	530

Figure 9 Coogee Beach Landscape Master Plan 2014

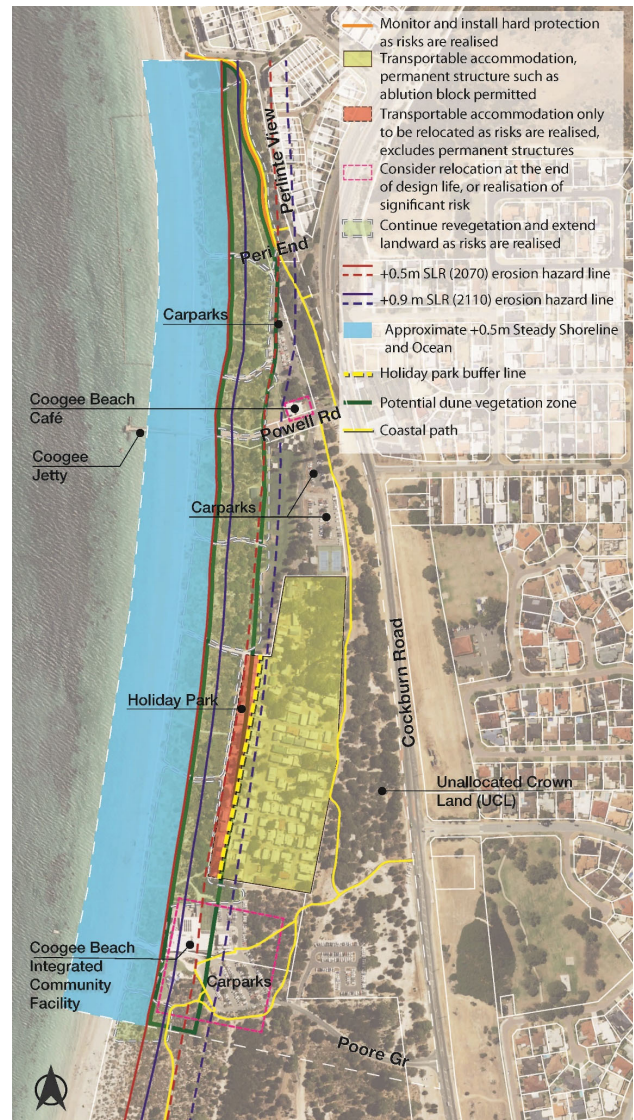
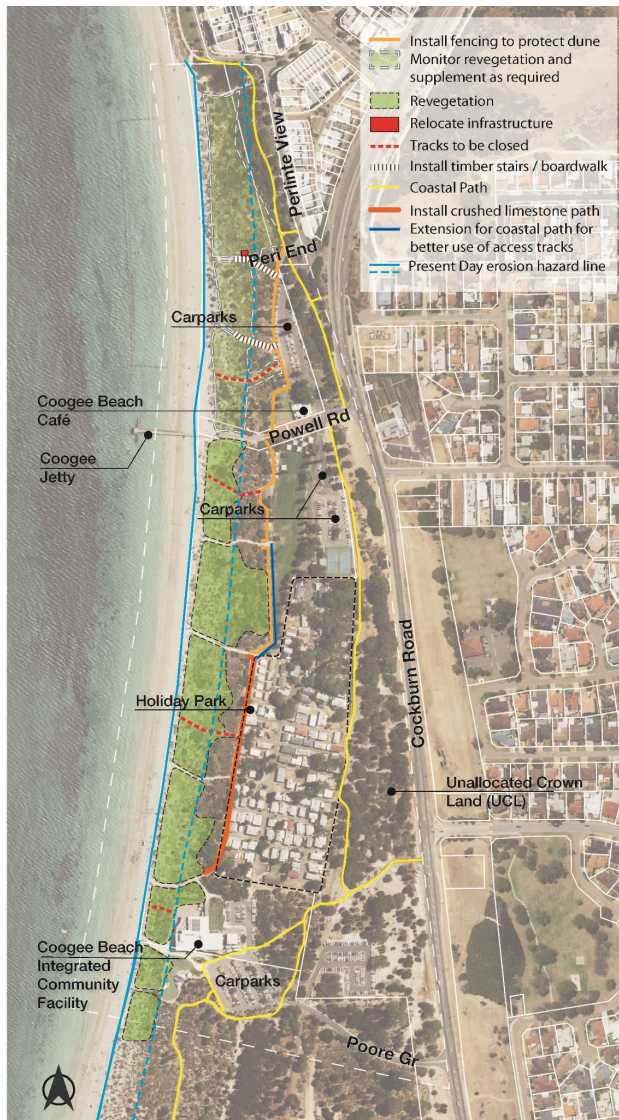


Figure 10 Coogee Beach Foreshore Management Plan - Short Term (left) and Long Term (right)

2.6 Other Local Strategies and Plans

The City of Cockburn **Climate Change Strategy 2020-2030** listed six adaptation objectives that will help the City reduce the impacts of climate change – waterwise City, conserve biodiversity, coastal adaptation, increase the urban forest, protect community infrastructure, and enhance health and wellbeing. All six objectives are relevant to this Master Plan.

The **Community Safety and Crime Prevention Plan 2022-2027** has a CCTV Roll Out Plan for Coogee Beach for an expansion.

The **Public Open Space Strategy 2014-2024** classifies Coogee Beach Reserve as a Regional Open Space for recreation and nature space functions. The recreation components include unstructured sports, child play elements, social gatherings, walking and cycling.

The City's **Natural Area Management Strategy 2012-2022 (2018 Review)** identifies Coogee Beach Reserve as a high-priority, actively managed reserve with annual feral animal control programs.

The **Community Infrastructure Plan 2024 -2041** was adopted by Council on 12 November 2024. The plan identifies 26 major community infrastructure proposals and five future detailed planning studies, including a tennis infrastructure needs assessment. There are two existing local-level hard courts facilities without affiliated clubs at Coogee Beach Reserve.

Future development of a multi-functional court facility should take into consideration the needs identified in the Community Infrastructure Plan.

The City's **Disability Access and Inclusion Plan 2023-2028** supports an initiative to ensure new facilities include better accessible changing facilities and storage facilities for mobility devices. Grants are available through the Department of Communities to assist with these projects.

The City's whole of Local Government area **Integrated Transport Strategy 2020-2030** has a vision of 'Facilitating safe, efficient, connected and sustainable movement around the City, managing traffic congestion, advocating for improved public transport and supporting alternative means of travel.'

Its objectives inform movement and access strategies in the project area via the following:

- The need for improving east-west road links to provide regional connectivity
- Minimise impacts on natural environmental areas, plan and develop improved walking and cycling infrastructure
- Work with the community and state agencies to enable mode shift
- Pursue a future rapid public transit corridor from Cockburn to Fremantle
- Advocate for improved public transport service and coverage
- Implement the changes recommended in the Station Access Strategies for Cockburn Central and Aubin Grove, to enable the transition to the more sustainable station access proposed mode shares.

3

THE ROLE OF COOGEE BEACH



3 The Role of Coogee Beach

3.1 The Coogee Beach Story

Aboriginal Cultural Importance

Long before European settlers arrived, the land around Coogee Beach was home to the Nyungar people. They lived in harmony with the coastal landscape for thousands of years. The Nyungar community relied on the abundant sea, coastal, and inland resources for sustenance. The beach held spiritual significance, deeply ingrained in their traditions and storytelling that connects to a broader Nyungar region when seasons change. During the warmer months (Birak and Bunuru), many different Nyungar family groups would traverse from inland to the coastal area. Cockburn Road is located along a major walking trail ancestors used. In its Aboriginal name, “Coogee” means “body of water,” reflecting the importance of the sea in their daily lives and cultures (City of Cockburn, n.d.).

The area’s history can be traced to the Aboriginal Katitjin (stories) about the changing coastline and rising sea level related to the Derbal Nara or Cockburn Sound (Curtin University, City of Cockburn, n.d.). Historically, the Nyungar people gathered and camped at the Ngarkal (Seagull) Beach long before the sea level rose in Cockburn Sound (City of Cockburn, n.d.). Today, the study area and its surroundings are still important beachside gathering places for Aboriginal communities, including those who travel from the Perth Hills.

Naming Coogee

Coogee was officially gazetted as a village in 1838. The area was part of a Commonwealth government land holding that stretched from Henderson to Coogee. Land was resumed in the early 1910s when Cockburn Sound was chosen as the site for the southern hemisphere’s newest naval base (City of Cockburn, n.d.).

The coastline gained importance to the meat industry when Robb Jetty became the primary landing site for Kimberley cattle and sheep in the late 1890s. Private abattoirs were built beside the jetty, and the train line extended to connect them to Fremantle (City of Cockburn, n.d.).

Coogee Beach Reserve

The Poole Family planted the lawn in 1934 to serve as a hub for past, present, and future festivities. Over the years, it has been a gathering place for community leisure and entertainment.

Notably, the park hosted the annual Railway Employee Picnic starting from 1908. This grand event, lasting up to three days, featured picnics, music from tearooms, and spirited sporting events. Children and adults alike eagerly anticipated this joyful celebration.

It remains a public festivity location, hosting Australia Day and other festivals (e.g. Coogee Beach Festival and Coogee Live).

Coogee Beach and Omeo Wreck

Coogee Beach boasts almost 4 kilometres of breathtaking, turquoise-fringed coastline. It is a bustling beach destination that attracts visitors across the Perth Metropolitan area.

In the 1930s, Coogee Beach was a bustling spot for picnics. Visitors travelled from as far as Midland by train, conveniently arriving near the beach and jetty. They savoured the offerings from the Coogee Hotel and Poole's Tearooms. During this era, shacks and sheds sprouted along the beach, stretching its entire length. However, the government intervened to protect the coastline and designated the area as an 'A' Class Reserve. Consequently, all the shacks and sheds were removed.

The Coogee Maritime Trail, approximately 25 meters from the shore, is perfect for snorkelling and diving enthusiasts. The remains of the Omeo, a ship that tragically sank in 1905, are buried along the trail, as are sculptures and art installations underwater. Marine life is abundant, with curious stingrays, playful seals, and dolphins making appearances. The Coogee Maritime Trail is now a popular tourist attraction for Coogee Beach.

Coogee Beach also includes a much loved and used safe swimming area protected by a swimming enclosure north of the Jetty. The Coogee Beach Surf Life Saving Club in the southern end of the study area was established in 2002, and now boasts some 1200 members.

Coogee Beach Jetty

The Coogee beach Jetty is a place on City of Cockburn's Heritage List. The Jetty, originally built in the early 1960s, still stands today for recreational enjoyment. Over time, modifications have been made, including removing a significant portion of the low-level platform. Visitors can now access the jetty and beach via a new bituminised ramp opened in 1994. It is the number one attraction within the master plan area according to community feedback.

Coogee Hotel

Coogee Hotel, originally known as the Four Mile Well, was built in 1894. Situated four miles from Fremantle, it was a meeting place for local market gardeners, lime quarry workers, and shipping labourers. The Hotel was de-licensed in 1927 in a push to reduce the number of hotels in Perth. After the Second World War, the building transitioned into an orphanage under the care of the Anglican Diocese of Perth.

MRWA resumed the land in late 1968, planning for a high-capacity road to Rockingham after the orphanage closure (City of Cockburn, n.d.). In 1989, MRWA acknowledged that the hotel building's heritage status and newer roads to Rockingham made it unlikely the hotel would ever be demolished and called for tenders for its renovation and lease.

It is now a State Registered Heritage Place that was redeveloped into a farm-to-table restaurant, Coogee Common. The redevelopment plan included two undeveloped residential parcels currently used for growing garden vegetables on-site.

Coogee Common is directly abutting the master plan area and is considered a primary stakeholder with many patrons and visitors enjoying both the coastal location on the west of Cockburn Road and the restaurant facilities on the east. Concerns have been expressed about road and pedestrian safety, lack of public transport and antisocial behaviour affecting operations. The site interface to the master plan area should be considered to create an inviting and coherent public realm.

Woodman Point Regional Park

Coogee Beach is part of the Woodman Point Regional Park, which covers 252 hectares and contains various ecosystems, including shrubland, heath, scrub, and Quindalup woodlands. Some parts of Woodman Point have not experienced fire disturbance for over 100 years, making them valuable benchmarks for pre-European settlement flora (Conservation Commission of Western Australia, 2010).

The park protects a threatened ecological community of Rottnest cypress and Rottnest tea tree, which are vital for maintaining local biodiversity. Woodman Point provides habitats for both local and trans-equatorial migratory birds.

Over a hundred bird species have been recorded there, including shorebirds like Caspian Tern, Crested Tern, and Red-capped Plover (Urban Bushland Council WA, n.d.). The coastal foreshore serves as a breeding ground and roosting area for these avian visitors.

The celebration and enhancement of these valued areas is an opportunity for the Master Plan.

Coogee Lime Kilns

The Three Lime Kilns Group is a rare surviving example of early 20th-century lime kilns in Perth. These kilns were crucial for Cockburn's economic development, operating in the late 1800's and early 1900's to support the nearby quarrying of lime for building and agriculture. The Coogee Lime Kilns, located prominently near Cockburn Road, are currently fenced off by the City using a low-cost measure to prevent vandalism. They are not currently celebrated in a manner that would be befitting of their heritage value.

The Heritage Council of WA has advised the archaeological potential for revealing insights into the lime-burning industry. There are also grant opportunities for landscape improvement for the State Registered Heritage Place. Any proposed changes to the site must be referred to the Heritage Council for advice.

3.2 Current Infrastructure, Services and Future Catchment Capacity

Existing Infrastructure and Services - Use and Function

The Coogee Beach foreshore currently contains substantial infrastructure, including:

- an accessible Jetty
- a safe swimming barrier (swimming enclosure) and patrolled swimming space
- cafés
- a caravan park catering to long term residents
- surf life saving clubrooms with a public gymnasium facility
- shade structures and BBQ's
- public toilets/change rooms
- tennis courts
- grass and natural vegetation areas

The site is surrounded by residential suburbs developed primarily in the 1990's to the east, and located in close proximity to the newer Cockburn Coast residential development from the 2010's, including the Port Coogee Marina.

The surrounding suburbs comprise typical suburban functions including public open space, schools and shops. The nearest shopping centres are at Stargate Shopping Centre in Spearwood some 3km away or the more substantial Phoenix Shopping Centre in the suburb of Spearwood approximately 4km away. Port Coogee includes some commercial development at a smaller scale.

There are three hubs of activity on the site, as illustrated in *Figure 11*, being:

- Area A: the widely recognised community gathering space in the north and centre of the study area, at the alignment of the café and jetty.
- Area B: the Coogee Beach Caravan Park in the centre of the study area which is leased and operated by Discovery Parks.
- Area C: the surf life saving club and café at the southern end of the study area, which hosts functions and club events and contains a gym open to the public.

Area A

Area A is the primary community and event space in the study area. It is home to major Australia Day and other community events such as Coogee Live. In conjunction with the parklands lining Port Coogee, it is the only area on the City of Cockburn coastline with the capacity to accommodate such events.

It is extremely well attended in the summer period and attracts regional visitation, as well as local access. The jetty and swimming barrier are in good repair, with recent improvements and ongoing maintenance regimes upheld.

Much of the infrastructure in the north of the study area that is land side of the dunes is ageing and in need of replacement or significant repair. This includes the café, shelters, playground areas and parking facilities.



Figure 11 Existing Site Use and Function

The grassed areas are in good repair and very well used and multiple shelters are often at capacity. Showers and toilets are also well utilised. The playground is a clear attraction. The café is well used but does not cater to a broad user base and the building is at end of life and in poor condition.

There are tennis courts in reasonable repair. Lighting and security cameras (CCTV) are provided throughout the study area.

The site is immediately east of the relatively new Coogee Common development, located in a heritage building, that offers a high quality dining and drinking experience, but is disconnected with the foreshore. A recently installed signalised pedestrian crossing (traffic lights) connects the foreshore directly with Coogee Common.

There are a number of pathways through the dunes to the beach and there is low scale fencing along the path edges limiting public access into the dunes. Other paths through the area for pedestrians and bicyclists are not clearly signposted and often end abruptly.

The main bicycle path is routed along the Cockburn Road edge of the site and is in good repair although not located on a desirable route for users.

In general, the parking area to the northernmost end of the site is poorly planned for circulation. Conflicts arise between vehicles and people walking or on bike as there is no pedestrian or bike paths through the parking area, including immediately adjacent the car parking bays.

Parking is at a premium on peak days with overflow occurring on verges both west and east of Cockburn Road, resulting in sight line issues for moving vehicles and bicyclists and safety concerns for pedestrians crossing.

Access into the site via Powell Road is adequate, although the mix of private day visitor vehicles, bike visitors, pedestrians and caravan park residents and visitors creates a sense of congestion often leading to impatient and unsafe behaviour.

Area B

In the centre of the site is the Coogee Beach Holiday and Caravan Park. The facility is ageing, however, a proposal is currently being considered by the City of Cockburn to permit the facility to undergo upgrades in the immediate term.

The application proposes to relocate some permanent park accommodation to the eastern edge of the site and construct more modern short term accommodation on the western most edge. The caravan park is currently adequate for the needs of the operators in size and scale.

To the western edge of the caravan park is the sand dunes with a number of pathways through the dune, well worn with low scale fencing along the path edges limiting public access into the dunes.

An informal pedestrian track runs along the edge of the caravan park, sometimes within the lease boundary. It is not clear if the public should walk along this area, however, it is an obvious connection to the surf life saving club to the south.

To the east of the caravan park is a strip of vegetation that provides screening from Cockburn Road and includes a bicycle and pedestrian path through shady trees. Remnant of old train tracks can be found in the southern end. It is not clear if the public can walk through the caravan park, creating a significant barrier to the beach.

Cockburn Road creates a more substantial barrier to the east which is barren and unpleasant to cross. There are very few trees present. The large area of grassland on the eastern side of Cockburn Road is utilised for informal overflow parking as noted previously.

Beyond this area the City of Cockburn maintains Len McTaggart park and the Coogee Community Hall. The park and hall are outside the study area, but contain a number of recreational and community facilities that complement the foreshore area, including a playground, AFL and football goals and small basketball court area (two separated shooting areas). There are 90 formal parking bays serving the hall.

Area C

The southern area is dominated by the Integrated Community Facility which is a relatively new building designed to accommodate the Coogee Beach Surf Life Saving Club (SLSC). Within the complex is a public gym and a separate café. The SLSC includes function areas.

The user experience of the facility requires some consideration. Access to the building is convoluted and the 'front door' is not obvious for either the SLSC, the gym or the café.

Access from along the front of the caravan park arrives at a fence protecting the public from a substantial drop to the servicing area for the SLSC. Notwithstanding the safety necessity of the fence, it is austere and unwelcoming, and also fences a pleasant grassed area within the SLSC, creating further confusion about access.

Pedestrian and cyclist accessibility from Cockburn Road is very poor, with no direct path. The closest bus stop coming from either direction is not conveniently located to the waterfront, and is likewise not located in obvious proximity to the residential development east of Cockburn Road. The only bicycle parking racks in the study area are located next to a playground near the beach. There are five racks.

Parking is not all conveniently located and substantial overflow occurs in peak periods. The formal overflow parking area is separated by large areas of bushland making it unsafe to access in the evening, whilst informal overflow parking occurs along the entrance road (Poore Grove) making road safety and visibility a concern. Overflow parking also occurs east of Cockburn Road in the southern end of the study area on busy SLSC competition days.

The balance of the southern area comprises high quality vegetation occasionally criss-crossed by informal paths and the main bicycle path.

An emergency access point into the southern end of the caravan park is present, although is made of crushed limestone and consequently often has cars parked in front of it.

Existing and Future Use

The City's population of 118,091 (2021) is expected to grow to 151,176 by 2031, with a doubling of residents over 70 years old.

The City's predominantly low-density suburban residential development, with higher density concentrated nearby at Coogee North (and also at Cockburn Central), is expected to grow by a dwelling target of 14,680 by 2050. The growth strategy is focused in new areas until 2031, followed by infill.

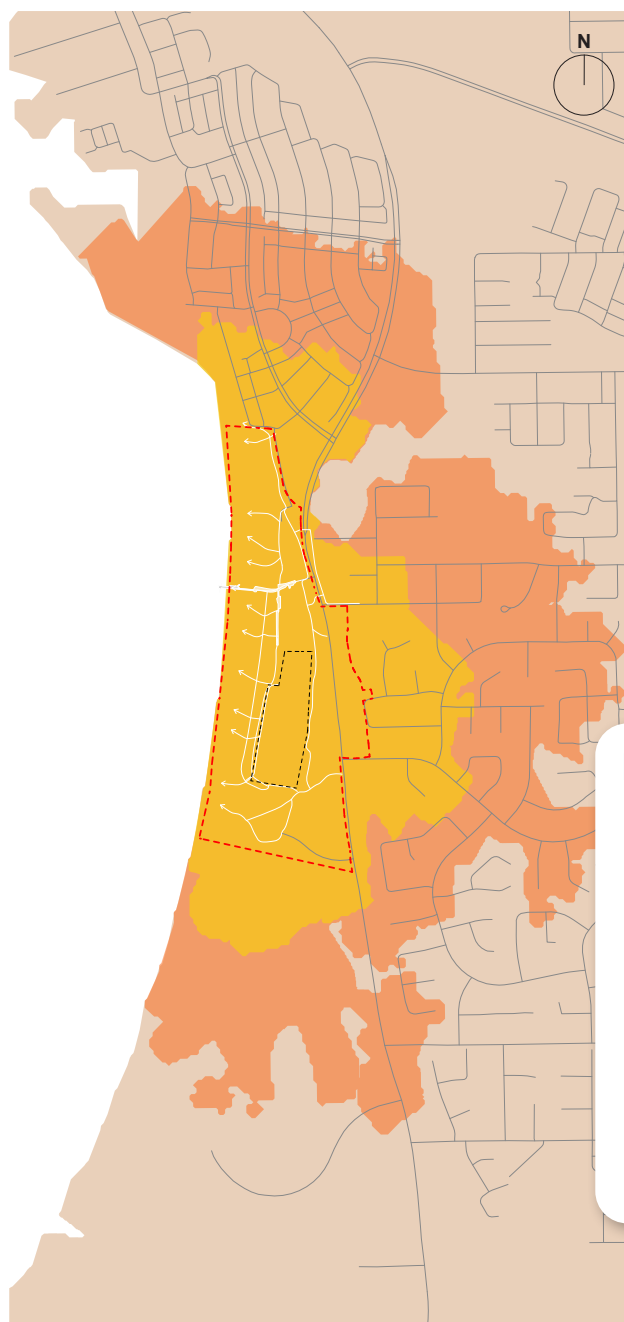


Figure 12 Local Walking and Driving Catchments

Predicted population growth is likely to increase the use of Coogee Beach as a local beach, increasing pressure for better and increased infrastructure and service provision at Coogee Beach.

Figure 14 illustrates the existing five and ten minute walkable catchment. The ten minute driving catchment is also substantial.

However, not everyone is fortunate to live near the coast in the Perth Metropolitan area and Coogee Beach is also considered a local beach for people who live further inland, directly eastward from the coast.

Legend

- Study Area Boundary
- 5 Minute Walkable Catchment
- 10 Minute Walkable Catchment
- 10 Minute Drive Catchment
- Caravan Park Lease Area
- Roads Centrelines

People Movement Data by *Planwisely*, which is sourced and aggregated from thousands of smartphone applications, ‘observes’ users of Coogee Beach and their home locations. *Figure 13* shows the link between users of Coogee Beach and the eastern and southern suburbs over five years between 2019 and 2023.

Evidence includes visitation from a regional audience with users from the Perth hills, including north and south to suburbs such as Byford and Forrestfield.

Thus, as demand for Coogee Beach is likely to increase from local users, it is also likely that demand from a regional community will also grow, with each of those inland locations also experiencing high levels of population growth.

Demand for access to Coogee Beach via private vehicle, supported by parking, and options for access via public transport, and on bike, is also likely to increase

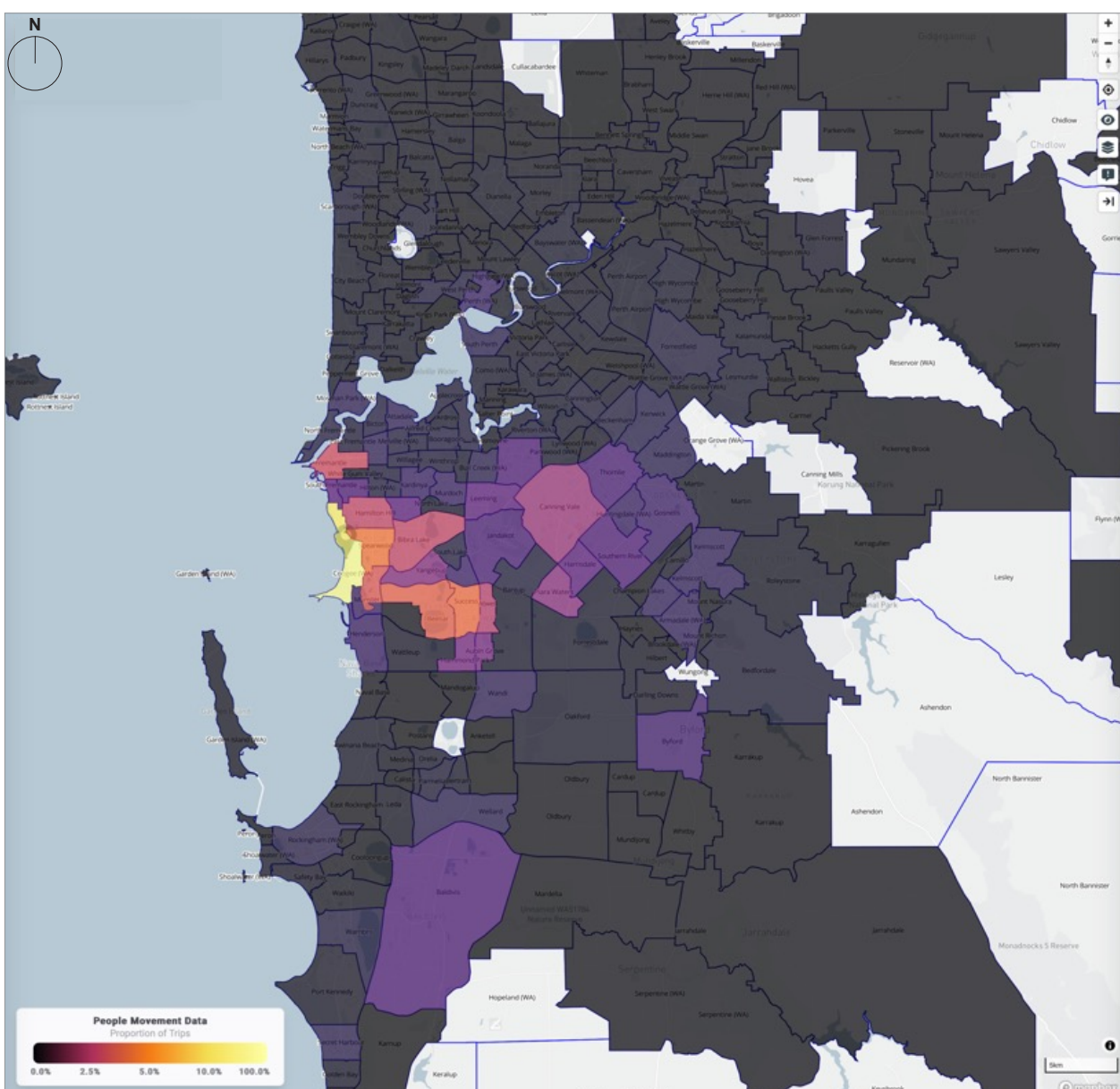


Figure 13 Coogee Beach visitor origins (source: Planwisely via City of Cockburn)

3.3 Defining the Coogee Beach Coastal Node

The history, current use and expected growth in demand for Coogee Beach provide some direction as to defining the type of coastal node that should be planned for the study area.

SPP 2.6 recognises the need for identified areas on the coast as coastal nodes for community use (excluding residential development). The policy intends to provide for appropriately-located and developed coastal nodes for connectivity, access, amenity and recreation opportunities. These coastal nodes should be designed to consider coastal hazards to ensure the ongoing provision of amenities.

Identifying the appropriate type of node for Coogee Beach will guide the land use planning of an adequate and appropriate level of services and attractions to its capacity and constraints. Three levels of coastal nodes are defined within the SPP2.6 documents to distinguish visitor types, how people get there and the extent of features and amenities (*Table 2*).

Table 2 also highlights those elements of the coastal node hierarchy that are already present in the Coogee Beach study area. It is apparent from this analysis that Coogee Beach, whilst itself referenced as a District Node, already operates at above district level currently.

Table 2 Coastal Node Hierarchy definition

Hierarchy	Definition
Regional Coastal Node	Regional coastal nodes attract people from the region , intra state, national and international areas. Appropriate facilities include large capacity car parks, cycle tracks, toilets, showers , retail, bar, dining, alfresco dining, kiosk, bus stops, parkland, lifesaving facilities and shade . Regional coastal nodes have a relatively high level of facilities, infrastructure, commercial development and use. Examples of regional coastal nodes include Busselton, Hillarys, Scarborough and Cottesloe.
District Coastal Node	District coastal nodes are used by people living in the vicinity and region and accessed by foot, bicycle and car . They will have some recreational attractions in addition to the beach. Appropriate facilities include car parks, cycle racks, toilets, showers, parkland , retail, alfresco dining, a kiosk, bus stops and shade . District coastal nodes usually have a range of basic facilities, commercial activities and uses. Examples of district coastal nodes include Trigg, Leighton and Coogee .
Local Coastal Node	Local coastal nodes are those used by people living close by and are often accessed by foot or bicycle, as well as by car. Local coastal nodes usually have very few facilities and infrastructure, and generally record relatively low rates of use. Examples of local coastal nodes include Yallingup, Peppermint Grove Beach, Shoalwater Bay and Challenger Beach. The level of recreational amenity within a local coastal node setting is significantly lower than that of a district coastal node, however there are still requirements for amenity in the form of car parking, seating, showers, play facilities and shade.

Phase 1 Engagement for the project focused on the vision for the Coogee Beach Land Use Master Plan area, and sought feedback from the community about Coogee Beach as a coastal node. Refer to *Appendix A Coogee Beach Land Use Master Plan Engagement Outcomes Summary Report (Shape Urban)*.

Coastal Node Preferences of the Community

The majority of participants who have engaged in the project prefer Coogee Beach as a **District Coastal Node**. However, it is important to acknowledge there is more balanced (equal) support for either a regional or district coastal node from the youth participants.

Furthermore, there are suggestions to explore **a little more than district** but lower than regional scenario, with example comments below:

- “Nothing south of the river [is] regional”
- “But small regional. Not as developed as Hillarys etc.”
- “District preferred but may need to understand consequences of not being regional.”
- “In between district and regional, enough to make people stay but not enough to create giant crowds.”

To further understand the community’s thoughts about the coastal node hierarchy, which is **district and a little more**, the project team examined the quality and appeal of Coogee Beach from the perspective of its current community.

The online survey and the youth engagement yield similar results. The highest-voted statement is that **Coogee Beach is a place for swimming, walking, running and cycling** (*Figure 14*). It demonstrates a strong desire for Coogee Beach to remain low-key and family-oriented, where natural assets are protected. *Table 3* lists all vision statements created at the focus group workshop.

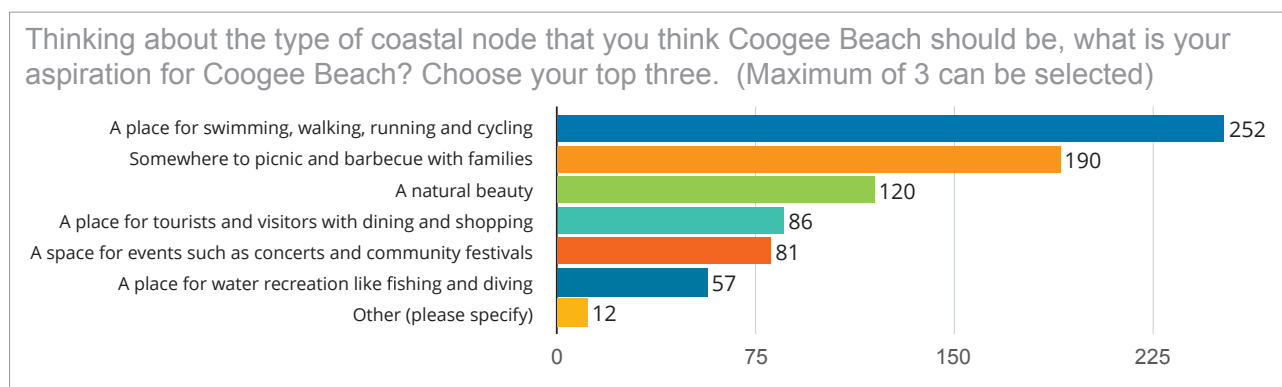


Figure 14 Survey result for participants aspirations for Coogee Beach

Table 3 Focus groups vision statements for Coogee Beach

In the future, I want the Coogee Beach Foreshore to be....	
<ul style="list-style-type: none"> Protected (natural values), accessible free of anti-social behaviour, safe, enjoyable, sustainable in alignment with population growth, but maintained to continue to meet the needs of locals balanced for use by the wider community, where this can be accommodated. A place for families to gather and enjoy together as an inexpensive day out or weekend getaway. Somewhere to spend time with family. Low cost. Remain as is with minor improvements. As minimal development as possible. Not a commercial area. Maintain natural beach environment which entails any development to be in tune with that aspiration. An inclusive place for families to meet and enjoy the natural beauty together for the day. Built environment should be east of Cockburn Road with good connectivity to the beach, particularly underground tunnels. Must be reflective of the existing demographic not creating areas for an unknown distant future (planning is of course short term future). 	
<p>The community did not desire a regional coastal node that resembles Scarborough or Hillarys quoting “too busy” but indicated a desire for infrastructure and amenities upgrades.</p> <p>The survey presented the options of ‘a place for tourists and visitors with dining and shopping’ and ‘a space for events such as concerts and community festivals’ to gauge the community’s interest in these aspects of a regional coastal node. While not overwhelmingly endorsed, these options garnered significant support, with over 25% of the responses in favour.</p> <p>A youth comment further clarifies, <i>“I like how Coogee Beach is not as manicured as the regional coastal node areas. I think it should stay that way, but maybe</i> </p>	<p><i>with some further activation + community engagement, and new toilets.”</i></p> <p>Another remark from the focus group also explores the potential of being regional, <i>“Maintain as District Node. Regional Node may be inevitable but needs to plan to keep the original values of the place.”</i></p> <p>The second highest-voted statement from the online survey—somewhere to picnic and barbecue with families—received more than 65% support. This resonates with the Aboriginal Reference Group comment that Coogee Beach is a gathering place, and barbecues and shelters are important features to provide for such purposes.</p>

Features and Experience at Coogee Beach

The project team explored the unique experiences that attract and keep attracting people to visit Coogee Beach to understand the appealing factors for the community.

Figure 15 charts the most important features and experiences the online respondents believe Coogee Beach should offer.

Over 76% of the participants selected Coogee Beach Jetty, and about 68% selected showers/toilets, swimming enclosure swimming area, and picnic/BBQ/shelter at the top of the list. Retail shops, camping/caravan park, tennis court and group exercise each have less than 10% of responses.

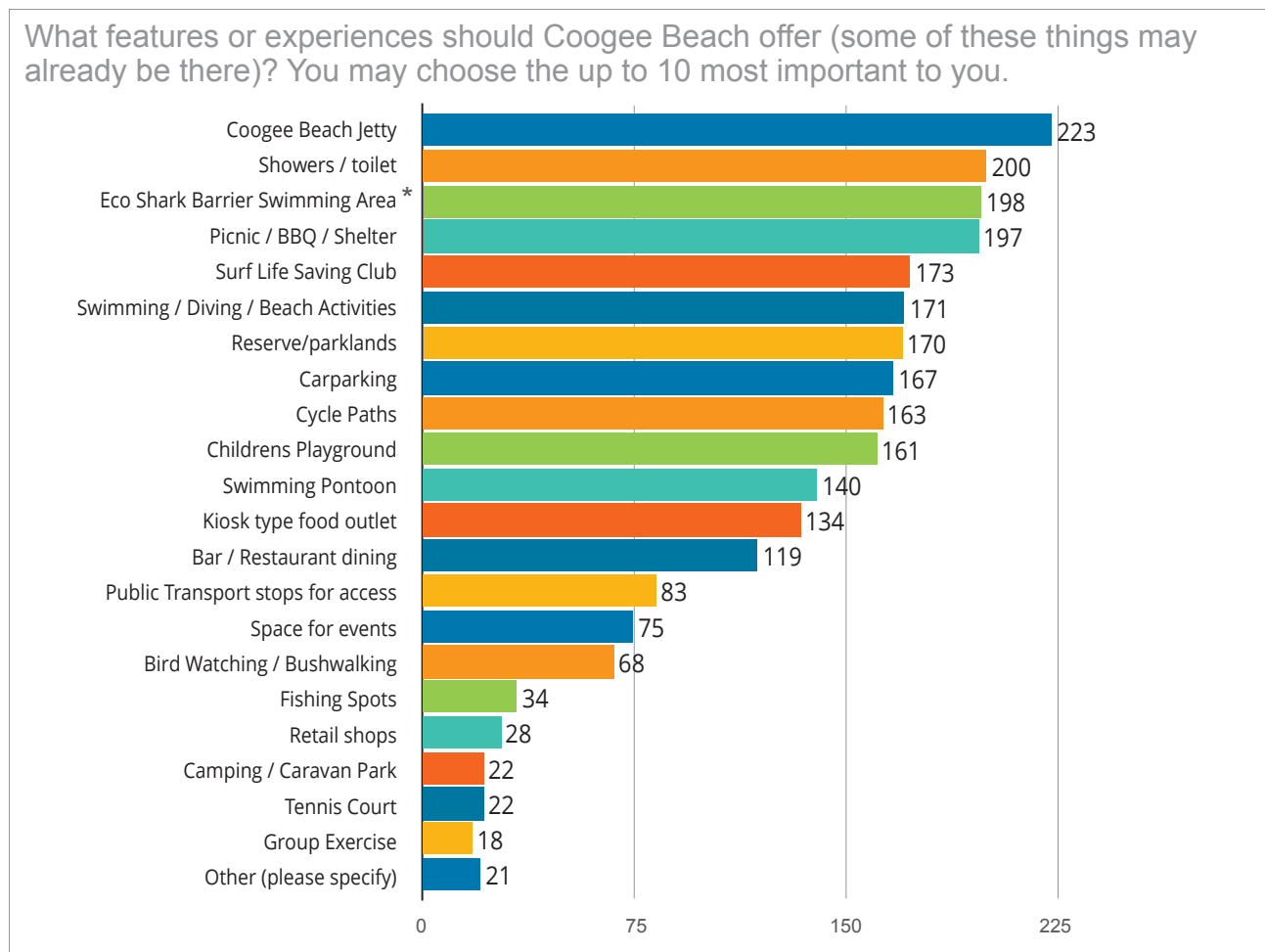


Figure 15 Voting result for the online survey question about features and experiences Coogee Beach should offer

*Terminology used in public survey. Area known as swimming enclosure.

Previous Engagements

The result of the current engagement is largely consistent with the previous survey outcomes for the FMP and the Strategic Community Plan.

Foreshore Management Plan Engagement

94% of community members believe recreational, social, cultural and ecosystem values associated with the sandy beach are either very important or somewhat important, with a strong preference to equally reduce both natural areas and built areas where shoreline recession results in reduction in size of the Foreshore.

Stakeholders included the Surf Life Saving Club, Discovery Parks and Coogee Beach Café, who expressed the importance of maintaining the beach area as the Foreshore's key economic driver and central to their business/operations.

The overall value of the Foreshore is summarised in the following value statements:

- For recreation opportunities
- A social space to meet and interact
- For its cultural value
- For its character, sense of place and scenic landscape
- As an ecosystem and place of biodiversity
- For education, science and learning
- As a commercial economic resource
- As a personal economic resource.

Community Scorecard 2023

Community priorities reinforced feedback through SCP engagement, with greater security presence and measures remaining a high priority, as well as improving tree canopy and green streetscapes, more modern play areas for diverse age groups, better recreational amenities and dog exercise areas and better transport options for seniors.

The following Performance Index Scores(out of 100) have some relevance to the Coogee Beach Foreshore:

- Coastal and marine facilities scored highly with a Performance Index Score of 71.
- Parks, playgrounds and reserves received a Performance Index Score of 73.
- Conservation and environmental management (nature reserves, coastline, wetlands) received a Performance Index Score of 63.
- Promotion and preservation of local history and heritage received a Performance Index Score of 63.
- Lighting of streets and public places received a Performance Index Score of 59.
- Efforts to address climate change (including coastal adaptation) received a Performance Index Score of 57 with equal greatest concern amongst First Nations peoples, people with languages other than English (LOTE), those aged 35-49 and those with children aged 0-4.

Nearby Coastal Nodes

Coogee Beach is surrounded by a number of coastal nodes each of which provides a different level of service.

Nodes with substantial retail, entertainment and commercial can be found at Cottesloe, Fremantle and Rockingham, whilst lower scale restaurant and bars can also be found at Leighton Beach, South Beach, Port Coogee and Coogee (including Coogee Common, the cafés and club bar).

Landscaped parklands with showers, shelter, picnic facilities and shade can be found at Cottesloe, Leighton, Bathers Beach, South Beach, North Coogee, CY O'Connor, Port Coogee, Coogee, Woodman Point, Rockingham Beach, Churchill Park and Palm Beach (Rockingham Foreshore).

Most of these locations have reasonable parking facilities, although Cottesloe, Leighton, South Beach and Coogee are the most well serviced.

More natural, low-key coastal vegetated landscapes can be found at Leighton (north), North Coogee, CY O'Connor, Coogee Beach, Woodman Point, Challengers Beach and Shoalwater Bay.

Within the coastline from Cottesloe to Rockingham, there are only four surf life saving clubs - North Cottesloe, Cottesloe, Fremantle (Leighton Beach) and Coogee Beach. The closest club south of Coogee Beach is Secret Harbour.

From this assessment, it is apparent that Coogee Beach is already a major hub, providing coastal node facilities across the spectrum from low to high service, with the exception of commercial retail and entertainment activities. It is reasonable to consider Coogee Beach as the most prominent node between Fremantle and Rockingham, with visitation supporting this position.

3.4 Summary

The community expressed a desire to retain the sense of Coogee Beach as a low scale, natural and relaxed foreshore, but recognised that the study area already functions at a regional scale. This is consistent with the history and current usage of the study area, and as such the Master Plan will design and plan for Coogee Beach as a regional node.

However, design thinking should ensure a celebration of the historical stories of the past and embed principles of connection, conservation, recreation and relaxation. Coogee Beach should be a natural, low scale, low-key environment, welcoming to all ages and abilities.

Coogee Beach will be defined, designed and planned as a Regional Coastal Node with a distinctive and memorable district feel and character.

4 SITE ANALYSIS



4 Site Analysis

This site analysis aims to comprehensively identify and map the opportunities and constraints relevant to the use and development of Coogee Beach, ensuring sustainable and informed planning. The analysis encompasses various critical factors including coastal risks, environmental sensitivities, existing leases, cultural heritage (both Indigenous and Non-Indigenous), and bushfire hazards.

Through research and the utilisation of existing flora and fauna assessments, bushfire hazard assessments, transportation planning assessment and foreshore management planning, this report delineates the spatial limitations and potential impediments that must be considered. By visually representing these constraints, we provide a foundational framework to guide responsible development and preserve the intrinsic value of Coogee Beach.

4.1 Character

Coogee Beach consists of several distinct areas of character, each relating strongly to function.

Overall, Coogee Beach is a place of great natural beauty, with blue oceans, white sandy beaches, beautifully vegetated dunes, and large turfed areas where people can gather. It has many of the visual cues we associate with the ocean in Australia including coastal pine trees, wind swept sand collecting in nooks and crannies, and social spaces filled with people recreating.

Materials reflect both naturally available resources such as limestone, and natural colours such as white, blues, and limestone hues. Large and mature trees create pockets of shade, and the areas of thick vegetation acts to buffer the coastal winds.

As the site has developed over 100 years, the style of development varies and is generally representative of the styles of time in which it was built. Much of the infrastructure has aged and suffers during high levels of use in summer, such as the parking areas.

Overflow parking areas within the study area both on the western road verge and in the large expanse of road verge on the east of Cockburn Road are dry grass and dusty during summer when they are most used. Outside of the study area, eastern road verge parking continues to the south.

Key Considerations

- + Truly beautiful beaches with wide sandy foreshore for gathering.
- + The dune system provides an experience of walking through a natural space, and getting your first glimpses of water. An overall sensory delight but can be difficult to walk for differently-abled persons and hot in summer months.
- + Areas of turf are well loved and used by community for gathering, pre and post swim clean up, and general recreation.
- + There is an opportunity to address the hierarchy of the spaces with treatment, providing natural wayfinding cues and enhancing their character.
- The absence of a clear north to south link has meant some pockets of the site have developed in isolation.
- There is a clear mismatch between older and newer infrastructure.
- Aging infrastructure detracts from the natural beauty.
- Caravan park feels unwelcoming to those who don't live there and creates a long north south barrier to the coast line.
- The SLSC feels separate from the remainder of the precinct. Accessing it from the north, which is a journey many would take, is confusing and at some points impossible.

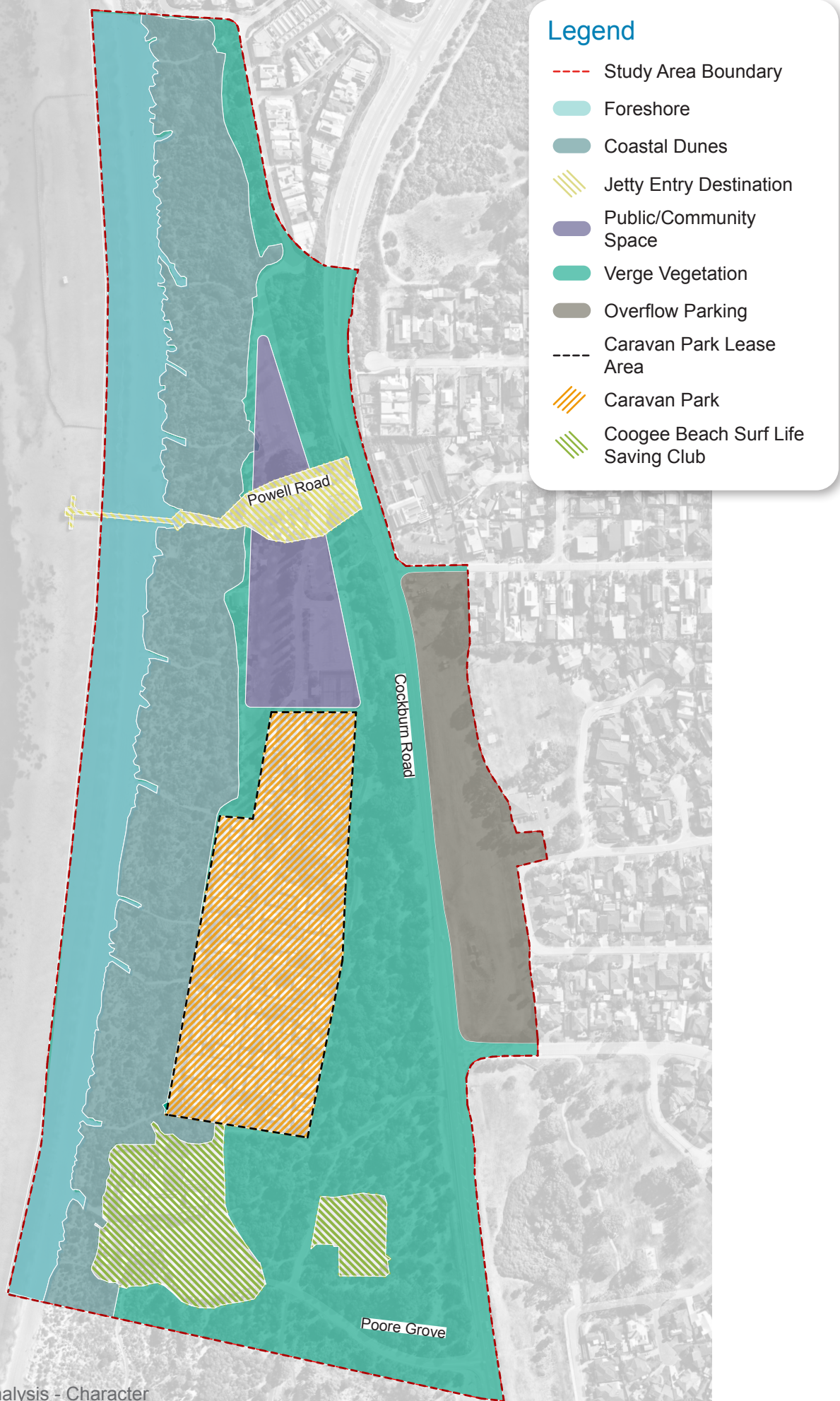


Figure 16 Site Analysis - Character

Coogee Beach Character Types

Foreshore

- White sandy beaches
- Community gathering space
- Cool and calming
- Natural



Jetty Entry Destination

- Welcome statement for Coogee Beach
- Smells of good food and laughter from people gathering
- Wide open, play and shelters for people.



Coastal Dunes

- Natural and vegetated
- Seeking and wayfinding
- First views of the water
- Moving through



Public + Community Space

- Friction and frustration between users.
- Large car parks and recreation amenities (i.e. shelters and playground)
- Visual cues for beach (i.e. pines, people in swim wear).



Verge Vegetation

- Natural
- Screening of unsightly road from the foreshore
- Feels untamed, yet could be healthier.
- Inaccessible for people



Overflow Parking

- Haphazard, dusty and hot in summer
- Temporary
- Lacks attractiveness/ aesthetic appeal
- Unsafe to cross the road



Caravan park

- Well loved by long term residents
- Dated and tired infrastructure
- Sense of private ownership and does not feel welcoming to others.



Surf Life Saving Club

- Modern and clean
- Feels different and separate to the remainder of the site.
- Unwelcoming/confusing to those who do not know it well.



4.2 Drainage + Topography

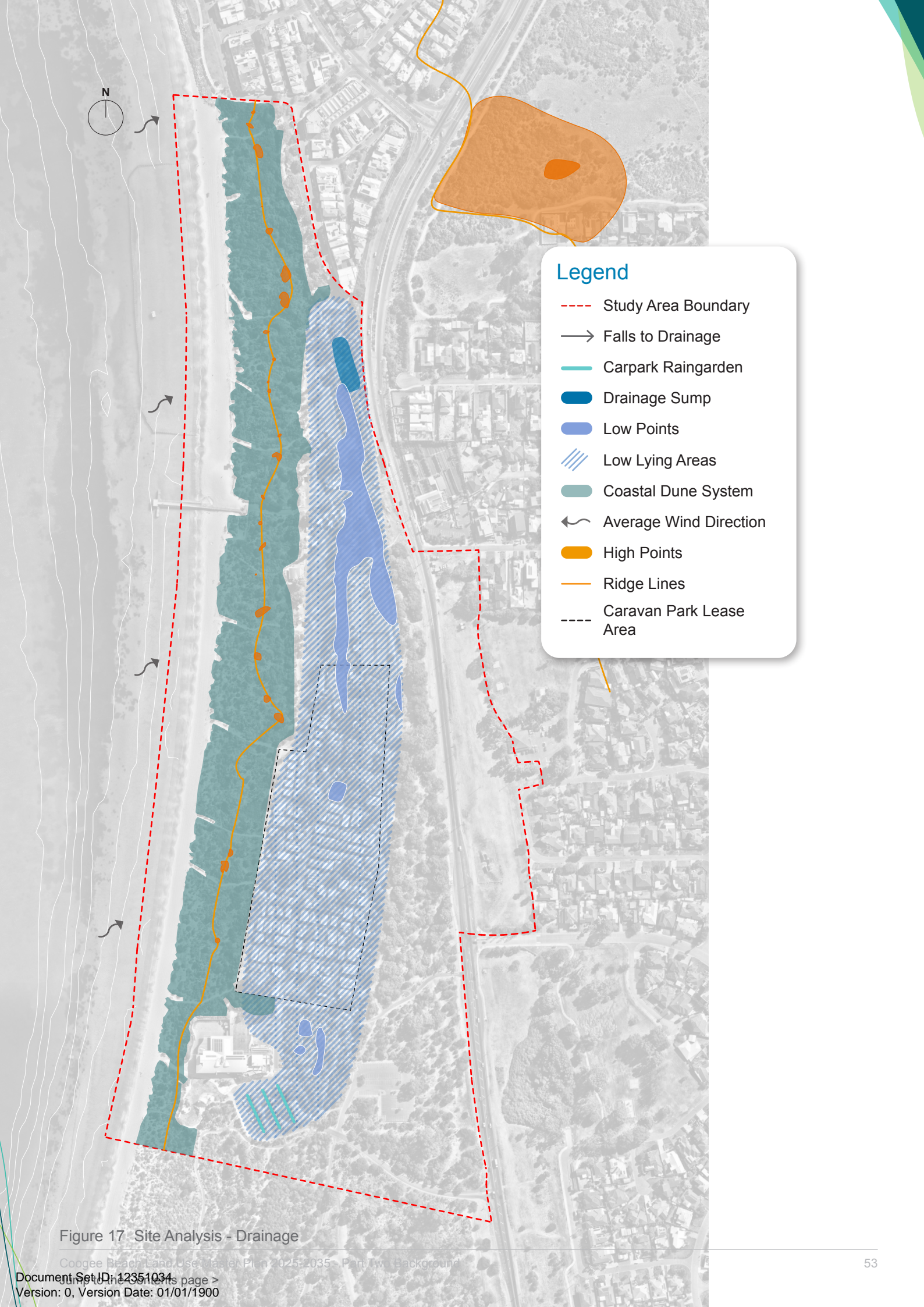
Coogee beach sits within the Quindalup dune system and is characterised by rock platforms underlying the beach areas at a depth of about three metres. The area forms part of the foredune plain, which largely consists of new material, making the sediments susceptible to erosion. The dune system plays an important role in protecting the site from nature's forces, including erosion.

Low lying areas of the site are typically provided as hardstand parking areas. Water sensitive urban design has not been implemented, meaning that there is opportunity to better manage and capture small to medium rain events at source, which may also support other coastal adaptation measures.

The residential area to the east of the site slowly rises, making the site the lowest point in the neighbourhood. As a result, homes, roads and paths on the higher parts of the secondary dune would have uninterrupted ocean views. Any re-imagining of this site should recognise the visual impacts on these views, which are highly cherished by locals.

Key Considerations

- + Dunes and vegetation provide important buffer for coastal winds.
- + Low lying areas are primarily in the northern portion of the site and mostly contained within car park. A re-imagining of this space could make better use of water sensitive urban design principles.
- + The high point of the dune ridge provides beautiful vistas of the ocean.
- Dunes disrupt view to the ocean from the eastern side of the site.
- Coastal winds and weather can be extreme causing damage to vegetation and infrastructure.
- Windblown sand gathers in nooks and crannies throughout the site, sometimes making infrastructure unusable. The dune vegetation acts as a buffer/catch for these sands, and should be strengthened.
- Development to the east of the site sits topographically higher and is therefore afforded extensive ocean views. Visual impact needs to be considered.



Legend

- Study Area Boundary
- Falls to Drainage
- Carpark Raingarden
- Drainage Sump
- Low Points
- /// Low Lying Areas
- Coastal Dune System
- ← Average Wind Direction
- High Points
- Ridge Lines
- Caravan Park Lease Area

Figure 17 Site Analysis - Drainage

4.3 Vegetation

The vegetation complex of Coogee Beach is identified as Cottesloe – Central and South complex: a mosaic of *Eucalyptus gomphocephala* (Tuart) woodland and open forest of *E. gomphocephala*, *Eucalyptus marginata* (Jarrah), and *Corymbia calophylla* (Marri) with closed heath on limestone outcrops. Heddle et al. (1980)

The site is part of Bush Forever Site No. 341 (Woodman Point, Coogee/Munster) and is recommended for conservation management (Bush Forever Volume 1, 2000). Key vegetation communities identified in the area:

- Foredunes: Open Low Heath over *Spinifex longifolia* Grassland.
- Secondary Dunes: Acacia Open Heath community and Quandong Shrubland
- Inland Areas: Rottnest Island Pine Low Open Forest (*Callitris preissii* and *Melaleuca huegelii*).

Revegetation at Coogee Beach has been actively undertaken for more than 20 years in both dunes and inland areas.

However, a previous site assessment by Ecoscape (2007) observed a locally significant species in the southern end of the study area, particularly in the secondary dunes and inland area, which is Rottnest Island Pine (*Callitris preissii*).

The Coogee Beach population has a non-glaucous (green) form which is characteristic of natural but not cultivated populations (Keighery, Gibson & Keighery 1997). It is therefore assumed that the *Callitris preissii* in Coogee Beach is a natural population.

A later flora assessment also identified the presence of the Coastal Tea Tree in the south end of the site, which is considered to be a threatened species.

Long term management could include revegetation of the existing dune front and the use of endemic native vegetation should be prioritised.

Key Considerations

- + Opportunity to increase vegetation and biological health of parking areas.
- + Opportunity to increase links with other green spaces in the area.
- + Areas of significant remnant vegetation and large mature trees worthy of retention present throughout the site.
- + Presence of mature canopy provides significant visual amenity for neighbouring residents.
- + Mature Norfolk Pines contribute strongly to coastal character.
- + Several species present are associated with Nyungar culture for food, recreation and cultural reasons.
- + Large mature Tuarts around the existing café provide significant amenity to the café.
- Development will need to consider locally significant and threatened species such as the Coastal Tea Tree and Rottnest Island Pine tree.
- Some areas of vegetation are poor quality and some trees are considered to be at or near end of life.
- The caravan park is privately leased, and presents limited opportunity to influence vegetation outcomes.
- Weeds will need to be managed to ensure native vegetation is given room to grow and enhance the foreshore experience.

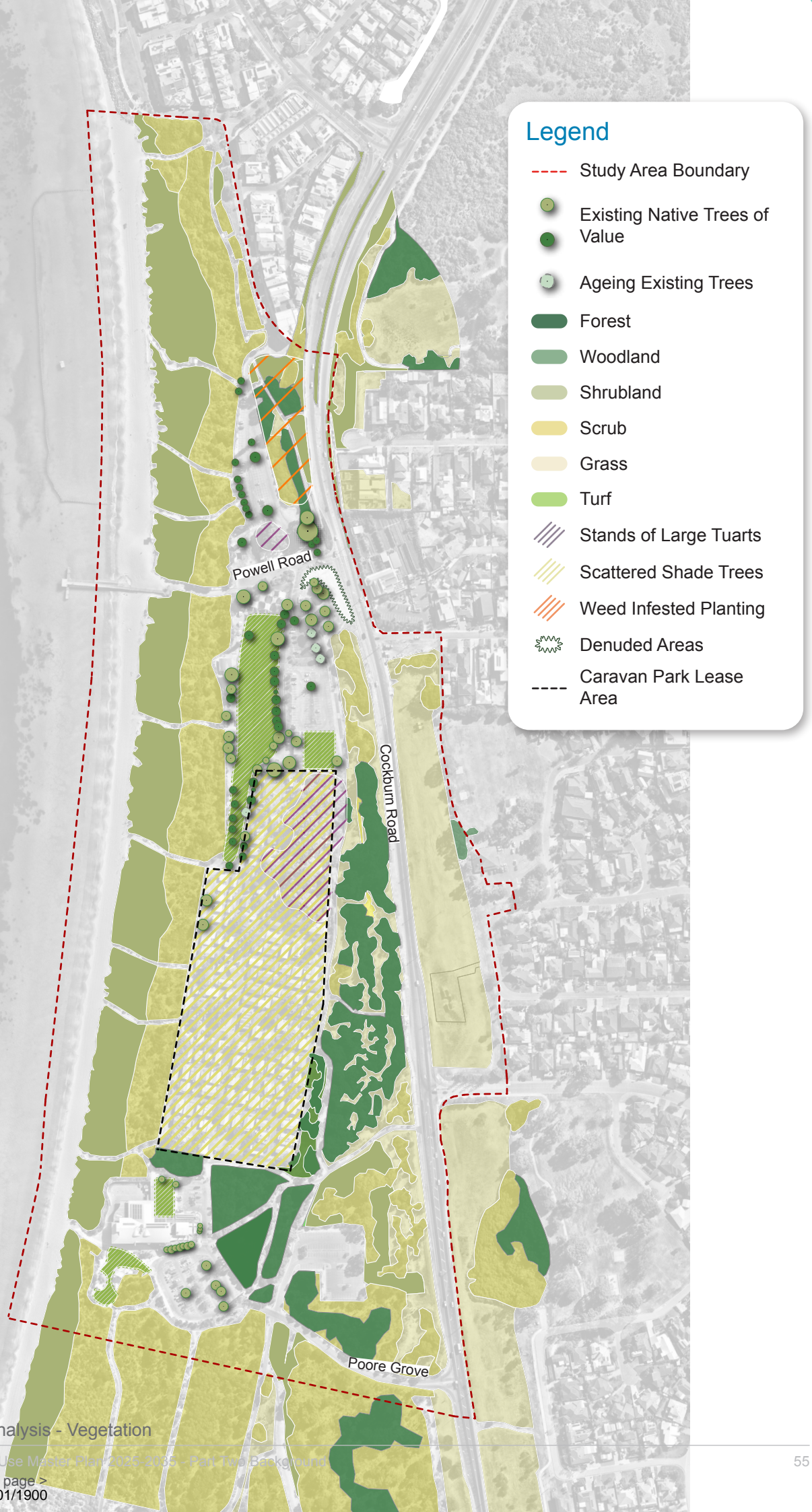


Figure 18 Site Analysis - Vegetation

Coogee Beach Vegetation Types

Open Forest



Stands of Large Tuarts



Buffer Vegetation



Scattered Shade Trees



Weed Infested Planting



Turf



Denuded Areas



Coastal Dunes



4.4 Bushfire Risk

Preliminary consideration of bushfire risk identifies the best bushfire risk mitigation actions are to:

- Ensure there are two ways of getting in and out of the area. .
- Design to reduce risk to equal or lower than Bushfire Attack Level (BAL) 29.
- Separate vegetated areas and habitable buildings.
- Ensure access to water.

A past assessment of the level of bushfire risk (BushFire Works 2023) determined that the main bushfire hazards for the site are the forest and scrub to the south, east and north east of the site, and the shrub-land and scrub associated with the dunal foreshore. These constitute an 'Extreme' Bushfire Hazard Level, the highest possible rating.

When considering extension of the caravan park to the east, a significant area of protection is required. The Asset Protection Zone (APZ) would need to extend 21m to the east of the boundary of the lease area and could extend over Cockburn Road.

To achieve the requirement it would be necessary to thin vegetation in this zone to a 'low threat status', being a canopy cover of less than 15% of the total APZ area. Given the dense vegetation located in this area, this represents a significant thinning.

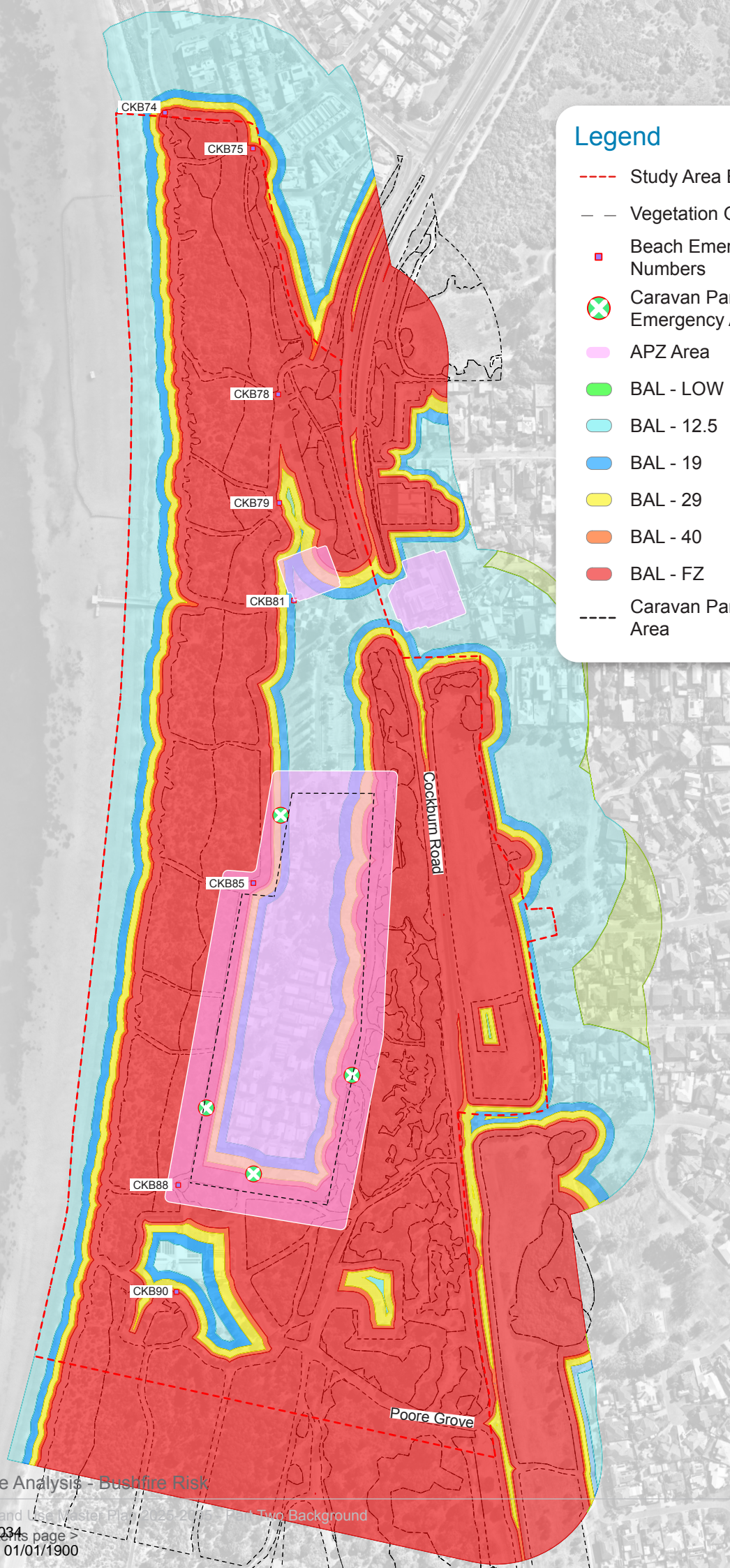
Pending the future location of the beach side café/kiosk, there is also a need to consider an APZ in this location of 8m.

Coogee Common also requires an APZ area.

The existing bushfire advice also notes the need to review any existing egress arrangements for emergency evacuations and consider the risk for any infrastructure that remains on site.

Key Considerations

- + Appropriate design of landscaped park areas alongside new revegetation areas may be able to reduce bushfire risk in key locations.
- Thinning of vegetation may cause unwanted amenity changes to the area. This will need to be carefully planned for.
- Thinning of vegetation may contradict other coastal management, conservation, drainage and environmental needs of the study area.
- It is only possible to extend the caravan park to the east of the site, subject to appropriate vegetation thinning.
- Need to consider the emergency access and evacuation provisions given the increase in attendance at Coogee Beach in recent years.
- Pending its final location, the kiosk could require an Asset Protection Zone.
- The Asset Protection Zone for the former Coogee Beach Hotel may impact the design of parking areas with regard to tree planting.



Legend

- Study Area Boundary
- - - Vegetation Outline
- Beach Emergency Numbers
- ⊗ Caravan Park Emergency Area
- APZ Area
- BAL - LOW
- BAL - 12.5
- BAL - 19
- BAL - 29
- BAL - 40
- BAL - FZ
- Caravan Park Lease Area

Figure 19 Site Analysis - Bushfire Risk

Coogee Beach Land Use Master Plan 2025-2035 - Part Two Background

4.5 Coastal Hazards and Adaptation

State Planning Policy 2.6 State Coastal Planning (SPP 2.6)

SPP 2.6 guides the development of the Coogee Beach Master Plan in balancing management of development and land use change with the protection of coastal values, responding to coastal risks and recommended adaptation planning.

SPP 2.6 is supported by the State Coastal Planning Policy Guidelines. The Guidelines suggest local governments implement local planning scheme provisions to designate coastal hazard risk areas and control land use through Special Control Areas (SCA). The City's Local Planning Strategy, includes a recommendation for inclusion of an SCA in the new local planning scheme.

The objectives of SPP 2.6 are to:

- ensure the location of coastal facilities takes into account coastal processes, landform stability, coastal hazards, climate change and biophysical criteria.
- ensure the identification of appropriate areas for the sustainable use of the coast for housing, tourism, recreation, ocean access, maritime industry, commercial and other activities.
- provide for public coastal foreshore reserves and access on the coast.
- protect, conserve and enhance coastal zone values, particularly in areas of landscape, biodiversity and ecosystem integrity, indigenous and cultural significance.

Coastal Adaptation Plan

The City's CAP developed in collaboration with the Cockburn Sound Coastal Alliance (CSCA) serves as a strategic guide for managing coastal risks for City of Cockburn coastlines. Key findings related to Coogee Beach include the following:

- Coogee Beach faces vulnerability to both inundation and erosion, although risk is not expected to be imminent.
- By 2040 some assets within the reserve are at high risk and the primary response is to effect a managed retreat of assets over time as they reach end of life.
- Adaptation measures include monitoring, working with asset owners to plan retreat, beach nourishment, dune management, and revegetation.

A review of the CAP to prepare a Coastal Hazard Risk Management and Adaptation Plan (CHRMAP) is currently being undertaken and models a landward progression of the coastal hazard zone.

This is anticipated since preparation of the CAP given the time that has elapsed and the Master Plan considers and allows for increased vulnerability within a 100 year planning horizon than was previously mapped.

Coogee Beach Foreshore Management Plan (FMP)

The Coogee Beach Foreshore Management Plan (FMP) serves as an essential framework for implementing adaptation strategies and ensuring long-term retreat measures for Coogee Beach in alignment with the CAP.

The FMP addresses the challenges of balancing increasing infrastructure demands and recreational needs within the constraints of the site, such as the natural vegetation qualities, and a shrinking land footprint of an eroding shoreline.

Key considerations include:

- **Flexibility along Cockburn Road:** Secure undeveloped land alongside Cockburn Road (former rail reserve).
- **Preserving Undeveloped Land:** Remaining undeveloped land to be developed sparingly, only when justified.
- **Dune System Protection and Retreat:** Priority given to the protection and retreat of the dune system.
- **Set-Back New Development:** New infrastructure set back and suitable to accommodate increased capacity to replace other infrastructure.
- **Community Values:** Preserve both natural and built areas.

Key Strategies

- **Managed Retreat:** Consider interim protection to extend asset life.
- **Infrastructure Management:** Adapt infrastructure to accommodate coastal hazard risks.
- **Flora and Fauna Management:** Continue to preserve and rehabilitate dune vegetation and manage fauna.
- **Sand Replenishment and Coastal Protection:** Explore replenishment and coastal protection to mitigate risks.
- **Stakeholder Engagement:** Engage with the community and stakeholders to align management actions with community values and expectations.

Management Principles

- **Retain the natural character** of the future foreshore area, preserving a sandy beach and vegetated foredune buffer to the maximum extent.
- **Maintain and adapt the level of public amenities** provided by infrastructure efficiently and on a smaller footprint.
- **Uphold the balance of natural and developed areas** and strategically rebalance to maintain similar proportions.

Management Plan Actions

- Protect the condition and health of dunes through fencing, elevated beach access and consolidation of tracks, and implement weed management.
- Protect environment for flora and fauna.
- Plan for accommodating coastal hazards in the medium term and plan for long term retreat of Coogee Beach Jetty and Integrated Community Facility (Surf Life Saving Club - SLSC).
- Plan for accommodating coastal hazards in the medium term and long term retreat of caravan park infrastructure.
- Investigate erosion adaptation measures for Perlinte View and adjacent landscape, services and buildings.
- Maintain minor structures until they become unviable due to erosion risk and replace with lightweight/relocatable structures at end of design life.
- Monitor beach and dunes and undertake periodic review of long term shoreline movement from erosion.
- Continue to replenish the sand and investigate additional sand sources.
- Plan for development by limiting new assets to sustainable setback locations, requiring development applications to address future coastal hazard impacts, consolidating activity areas, and developing the Coogee Beach Master Plan (this document).
- Maintain or improve Coogee Beach Café in the short term and plan for retreat in the medium to long term.
- Manage the swimming enclosure and swimming pontoons.
- Manage car parks, better pedestrian links and advocate for improved public transport.
- Improve monitoring and management of behaviour including litter reduction, more passive surveillance and CCTV.
- Create additional reserve land through transfer of Unallocated Crown Land adjacent to Cockburn Road.

FMP Recommendation Updates

- A Metropolitan Region Scheme amendment has been gazetted to transfer land from 'Railways' reservation to the expanded 'Parks and Recreation'. This enables the creation of additional land for recreation reserve enabling flexible design outcomes in this Master Plan for recreation, drainage, caravan park relocation and parking.
- A Management Order will grant the City of Cockburn the power to lease this land for up to 42 years, subject to the Minister for Lands' consent.

Coastal Hazard Risk and Adaptation Summary

The FMP emphasises that while management strategies aim to preserve and enhance the natural character and level of amenity of the foreshore, the character and carrying capacity may diminish in the longer term as the severity and impacts of coastal hazards occur and physical land area reduces within the study area.

Based on the CAP and FMP, as well as recently modelled increase in vulnerability landward, assets considered to be at risk are defined within various timeframes, that provide guidance as to the staging of the recommended outcomes of this Master Plan. These timeframes are summarised in *Table 4*.

Table 4 Predicted Timeframe when Key Assets are identified as at Risk and require a Response

Predicted timeframe	Asset
2040 - 2060	<ul style="list-style-type: none"> • Coogee Beach Jetty (primarily the abutment connecting the structure to land). • Beach replenishment and dune vegetation (ongoing to the 100 year planning horizon) • Toilet block (near jetty) and amenities (shade, shelter) • Northern carpark • Perlinte View road, services, landscaping + private properties
2070 and beyond	<ul style="list-style-type: none"> • Coogee Beach Integrated Community Facility (SLSC building) • Caravan park infrastructure • Southern playground and amenities (shade, shelter) • Southern carpark
2110	<ul style="list-style-type: none"> • Coogee Beach Café and amenities (shade, shelter)

The Management Plan actions, timeframes and trigger points are set out in a recommended implementation plan (*Figure 20 & Figure 21*).

Notwithstanding the Management Plan, CAP and other previous work, the recent review modelling does indicate that coastal hazard risks may be experienced sooner than previously anticipated. This has implications for future development in the foreshore. Building life cycles may need to be designed to be shorter term, to allow for ongoing adaptation. It may be appropriate to consider lighter weight materials that can be removed more readily, or build more temporary or relocatable structures.

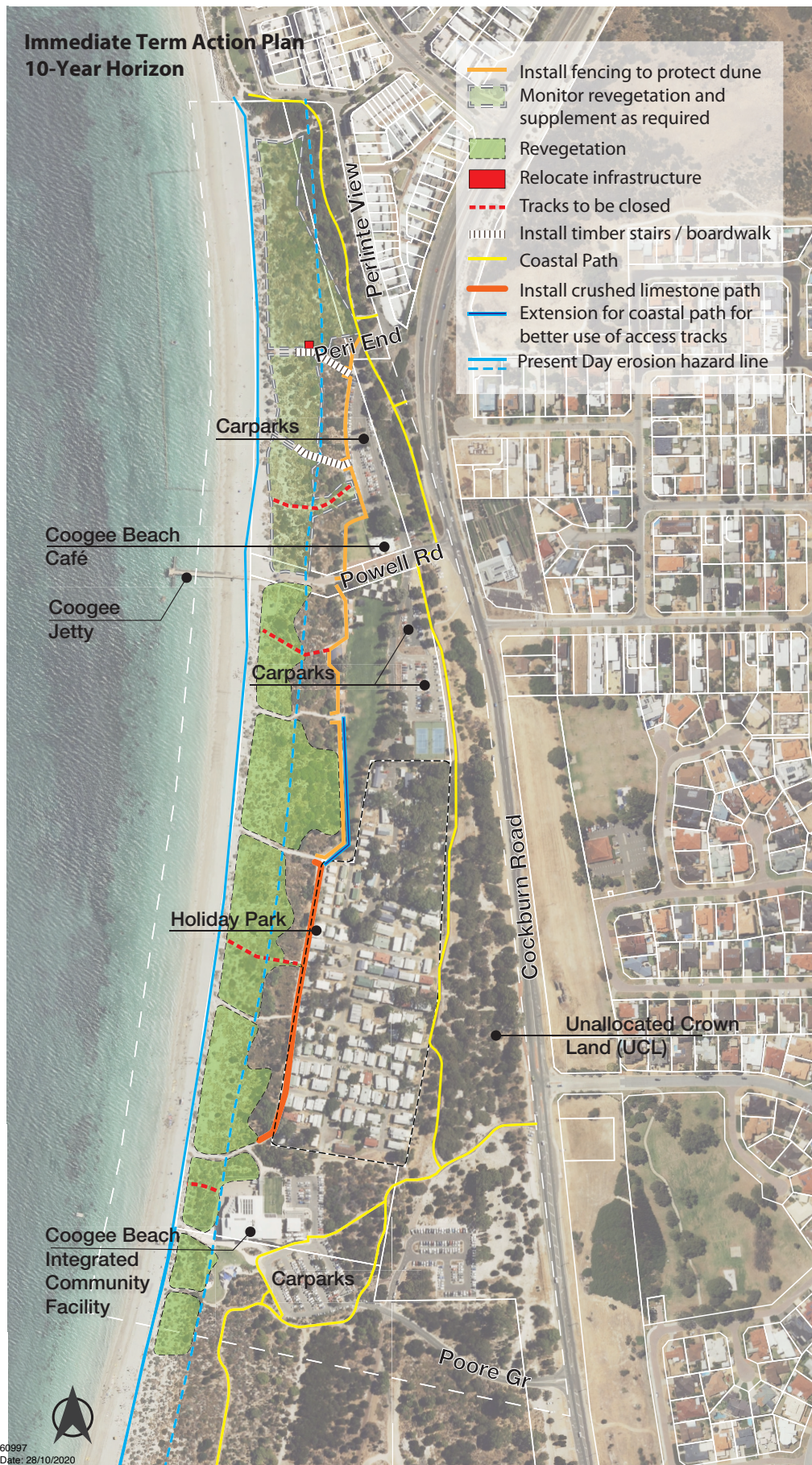


Figure 20 Coogee Beach FMP Immediate Term Action Plan (10-Year Horizon)

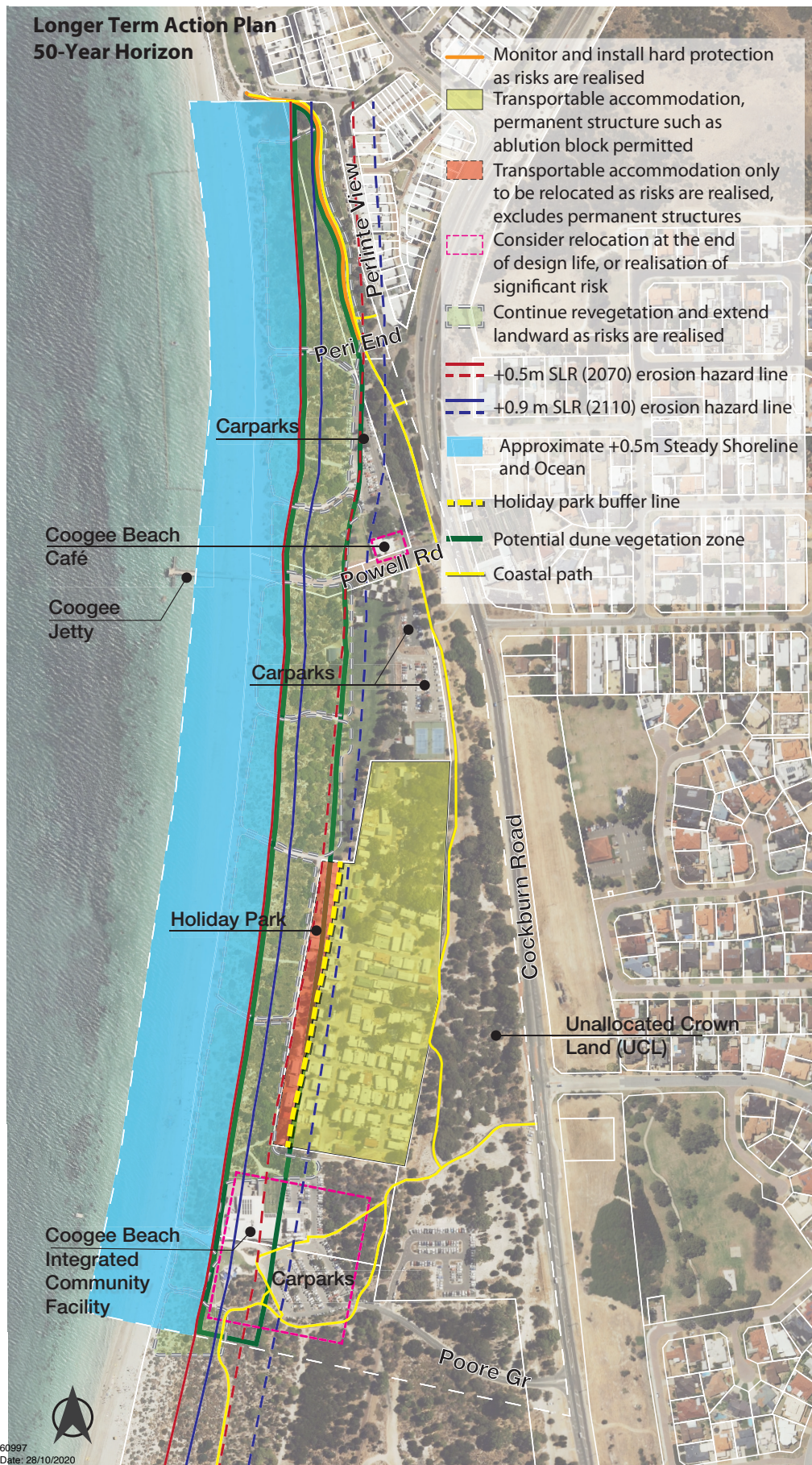


Figure 21 Coogee Beach FMP Long Term Action Plan (50-Year Horizon)

In line with this section *Figure 22* illustrates the erosion scenarios that are likely to impact the foreshore and development within the study area over the planning horizon with assets at risk between 2040 and 2060, by 2070 and beyond 2070, with the currently recommended approach.

It should be noted that the City is currently reviewing the CAP, and these hazard lines are subject to change.

Key Considerations

- +** The community has reaffirmed support for maintaining a balance of natural and formalised areas, in line with the FMP
- +** The combined recommendations of the CAP and FMP provide ideal conditions for long term planning of the study area with replacement of assets at end-of-design life in a financially responsible and coordinated manner.
- +** A Management Order will grant the City of Cockburn the power to lease the former Railway Reserve for up to 42 years, subject to the Minister for Lands' consent.
- Recent modelling provides increasing certainty about longer term coastal hazard impacts, and enables the City to continue to plan amenity in the foreshore in a manner that reflects and acknowledges long term adaptation.
- Potential loss of amenity and social values due to erosion risks impacting infrastructure like the SLSC, Cafés, toilets and playgrounds.
- Erosion hazard impacts to existing developments and the sandy beach, affecting recreational, environmental, socio-cultural and economic values. Monitoring is required to make sure impacts to these values are managed and mitigated over time.
- Dune access tracks requiring excessive maintenance and potentially limiting dune rehabilitation. Consolidation would be a positive outcome.
- Maintaining healthy dune habitat to mitigate erosion impacts and preserve ecosystem values. Boardwalks through the dune may be desirable to limit direct foot traffic, but may be sacrificial.
- Pressures on the foreshore to provide both environmental and built services amidst forecasted loss from coastal erosion.
- The need to manage and address parking pressures, especially in the northern areas of the foreshore, where the car park is in the hazard zone in the long term.



Legend

- Study Area Boundary
- 2016 shoreline (at date of CAP)
- - - Present day with acute erosion
- Assets potentially impacted - present day (action 2040-2060)
- Preliminary landward progression of hazard lines - potential erosion possible at 2050 (draft - subject to review and confirmation)
- ① Maintain access to Coogee Beach Jetty via protect or accommodate measures
- ② Sand replenishment, dune revegetation, weed management and path consolidation
- ③ Retreat planning for toilet block and amenities at end of life cycle
- ④ Retreat planning for the northern car park at end of life cycle
- ⑤ Protect planning for Perlinte View, services, landscape and buildings
- +0.5m Sea Level Rise (SLR) (2070)
- - - +0.5m SLR (2070) acute
- Assets potentially impacted - 2070 or present day acute (action by 2070)
- Caravan Park Lease Area
- ⑥ Retreat or accommodate - SLSC
- ⑦ Retreat of the caravan park
- ⑧ Retreat of the southern playground
- ⑨ Retreat of the southern car park
- +0.9m SLR (2110)
- - - +0.9m SLR (2110) acute
- Assets potentially impacted - 2110 or 2070 acute (action beyond 2070)
- ⑩ Retreat of Café and adjacent playground and amenities
- ⑪ Proposed dune revegetation zone beyond 2070

Figure 22 Site Analysis - Coastal Hazards

Coogee Beach Master Plan 2025-2035 - Part Two Background

4.6 Access, Movement & Parking

Previous planning for the study area nominated a number of transport planning initiatives. However, since the 2014 Master Plan, only a few changes have been effected. A number of key transport related issues have been identified for this, as follows:

- Uncertainty over ultimate access arrangements to Cockburn Road, with a dedicated access point for the caravan park in the existing plan unsupported by Main Roads WA (MRWA).
- Uncertainty over the long term widening proposals and intersection treatments along Cockburn Road, and the consequent impacts to planning for the management of safe crossing for pedestrians and cyclists.
- Functionality issues with the existing café building and an opportunity to redevelop the site to build a new commercial premises in or around its existing location.
- A new lease with the caravan park operator which suggests changes to layout and operations.
- Community demand for upgrades to Coogee Beach, particularly in relation to car parking, services, and the quality of existing infrastructure (MARKYT Community Scorecard Report 2022).

Development of the Master Plan has included an assessment of preferred access to Cockburn Road, pedestrian access, car parking demand and caravan park access arrangements (*Appendix B*).

The study looks at both access interface from outside the study area boundary and internal transport access and movement to:

- Identify access limitations;
- Investigate and identify a safe, efficient, and inclusive pedestrian network;
- Investigate and identify new access arrangements, including intersection treatments;
- Investigate and identify an internal vehicle access and movement network;
- Determine likely future car parking demand; and
- Investigate and identify revised car parking and associated management,

Public, active (cycling), e-rideables (scooters), emergency vehicle, large vehicles, on-demand (Uber) and long term transportation trends are also considered.

Pedestrian and Bicycle Network and Safety

In general, the existing network through the master plan area is comprised of relatively disjointed paths that would be considered to be lower quality in most areas and not of the form or function that constitutes an attractive or safe network for all users.

Critical to this is the lack of continuous and safe connections from north to south of the area, including a lack of coastal paths that would typically be the domain of walkers, and there are numerous unsafe crossing points across Perlente View (Peri End), Powell Road, Poore Grove and over Cockburn Road.

At the northern end of the master plan area near Perlinte View, access is also provided over the road carriageway with no priority for pedestrians and bicyclists and limitations in visibility on approach. Users were observed frequently turning off the path and walking or cycling along the carriageway to access the beach area path rather than take the longer, slightly indirect route.

At Powell Road, the shared path from the south connects only through using a short, 1.8m wide concrete pad and then crossing near the intersection of Cockburn Road.

There is no priority, no refuge, no clear indication of the route and during peak times, the movement of vehicles into and out of Powell Road from Cockburn Road renders the connection unsafe or dangerous for most users. Given this is the main north-south connection, most cyclists through the area were observed using the car parks, mingling with traffic as a safer, more legible route. For pedestrians, no such alternative exists.

A new signalised pedestrian crossing has recently been constructed in the vicinity of Powell Road to cross Cockburn Road, increasing crossing safety substantially, although the linked point still requires further road crossings to access other attractions east of the foreshore.

The crossings at Poore Grove are all priority controlled through zebra or a raised wombat crossing. This form of priority reinforces the nature of the area having large amounts of foot traffic and also assists in reducing speeds.

However, some dangerous interactions between bicyclists were observed, and ad-hoc parking along the edges of Poore Grove reduces visibility. Notwithstanding, the interface is much improved compared to the northern sections.

There is generally inadequate bicycle parking and end of trip facilities in the study area, particularly in the northern area. The SLSC building provides slightly higher amenity for bicyclists.

Figure 12 presented the five and ten minute walking catchment, whilst *Figure 23* presents the 20 minute cycling catchment mapped for the area.

The Department of Transport's strategic cycle network plan, known as the Long Term Cycle Network (LTCN), identifies a Primary Route through Master Plan area and a Local Route through the southern portion, also shown in *Figure 23*.

There is no presence of a formal coastal walk along the land side of the dunes which would be typical of most high use/high visitation foreshore locations. There is an informal track, however, it has no clear start of end point at either end, and its proximity to the coastal side of the caravan park makes the locality feel privatised (walking through someone's 'front yard').

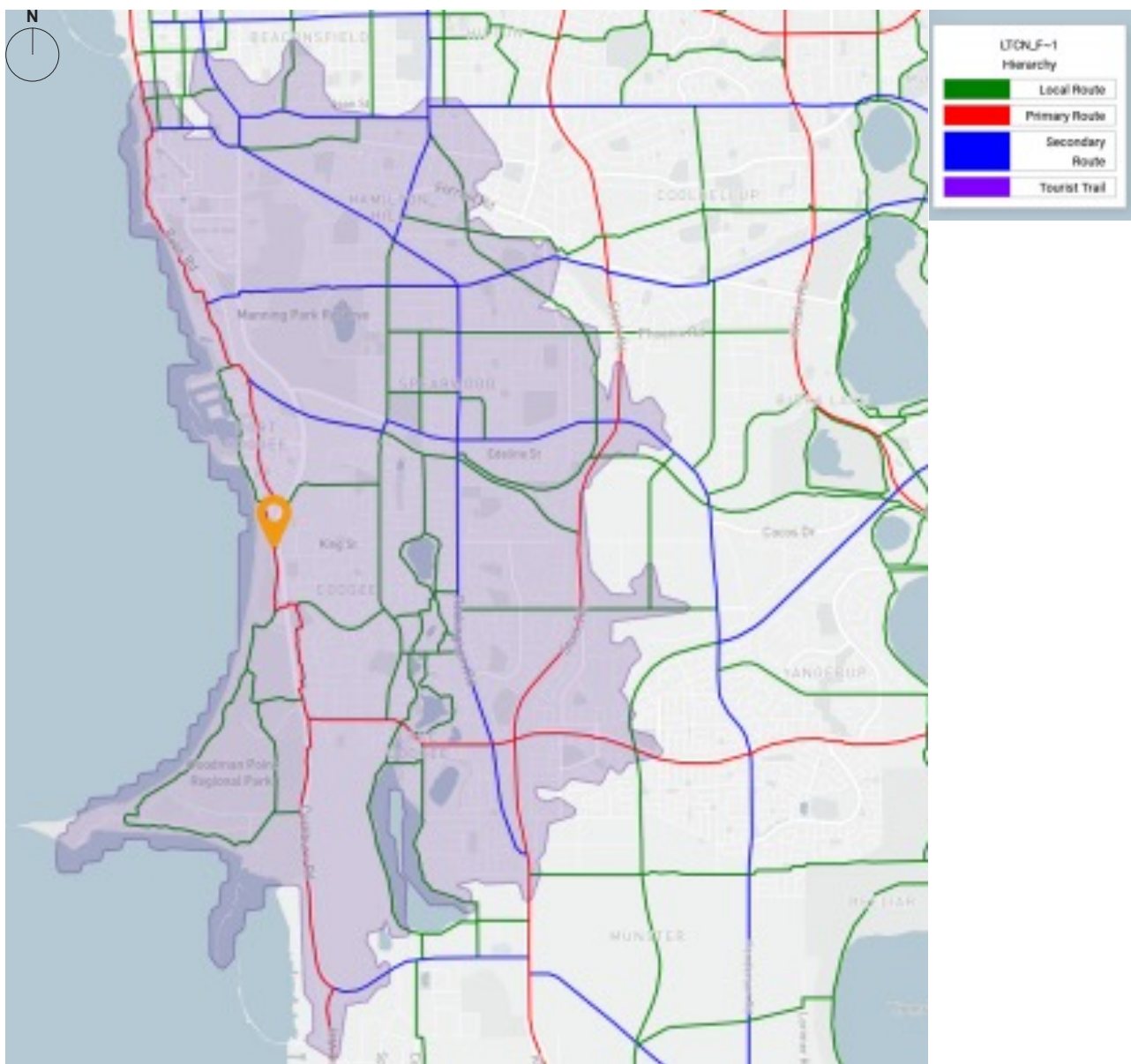


Figure 23 20 Minute cycling catchment to Coogee Beach (source: Planwisely)

A path close to the water on the coastal side of the caravan park between the SLSC and the northern foreshore parkland would be desirable.

Regardless of the primary form of access to the study area (car, bus etc), it is clear that the local pedestrian and bicyclist network requires some improvement.

For those accessing on foot or bike, the crossing of Cockburn Road is mostly inadequate with the exception of the new signalised crossing.

Strengthening of the link from the new signalised pedestrian crossing at Cockburn Road and the foreshore area is desirable.

Public Transport Accessibility

The site is distant from passenger rail networks (8km from Fremantle Station, 11km from Cockburn Central Station).

Limited public transport services are available, comprising the 548 from Fremantle to Rockingham and the 512 from Fremantle to Murdoch Station. The 548 is approximately hourly each day and the 512 slightly more regular. Both services run reduced servicing on weekends (later first bus, earlier last bus), despite weekends being peak visitation for the study area. Bus stops have limited shelter or information signage.

Notwithstanding, visitors can access the study area within 60 minutes on a bus from east to the freeway, north to East Fremantle and south to Rockingham on any day of the week.

As noted in *Figure 13*, there is evidence of visitation from a regional audience as far as the Perth hills, confirmed by the SLSC membership base which includes many of those users. Public transport accessibility for these users is poor to non-existent, encouraging private vehicle use to the study area.

Traffic and Roadways

The key transport corridor through the study area is Cockburn Road. This corridor is managed and maintained by MRWA and is Reserved as a Primary Regional Road within the Metropolitan Region Scheme *Figure 5*.

It is a designated heavy vehicle route, designed for articulated trucks up to a length of 27.5m long and carries between 10,000 and 19,000 average weekday movements. It functions to connect regional residential and employment areas.

The alignment of Cockburn Road has a historical strategic context being identified as a Freeway network for the Fremantle to Rockingham Freeway. Land set aside for this alignment is also obvious from the MRS reserves shown further south past the study area where the reserve runs south-east to the Rockingham Road corridor.

The need for this strategic connection, and changing of Cockburn Road from its present configuration to a Freeway, has been effectively made redundant through the Westport recommendations for a new container port at Kwinana and the removal of the Roe Highway link through to Fremantle Port.

Whilst the reservation and control over Cockburn Road remain, the future demands and needs for Cockburn Road to cater for a significant volume of traffic (primarily freight or commercial traffic) is no longer evident, nor is it backed by strategic State Government direction.

This creates opportunity for the reuse of existing road reserve to the east of Cockburn Road (currently a large, unused grass area), the potential urbanisation of the road corridor, and the provision of improved bicyclist infrastructure.

MRWA has recently indicated that the wide extent of reserve area is surplus to their needs, further confirming the strategic change in planning. Long term opportunities for median strips for pedestrian and cyclist refuge and more signalised or managed crossing points may also be possible in a changed strategic context.

Intersections

The study area includes four intersections – all of which are controlled by give way controls on the minor intersection legs (Powell Road, Beach Road, Amity Boulevard and Poore Grove).

Users have long wait times for right turns at Powell Road and Amity Boulevard during peak hours. By 2031, the Powell Road intersection may become over-saturated.

In addition, current observations compared to traffic modelling suggests that weekday access in peak periods is low compared to ordinary weekday traffic, and higher when normal peak traffic is not present.

Longer term planning by MRWA has indicated a four way signalised or roundabout controlled intersection at Amity Boulevard. A changed intersection is also proposed at Powell Road.

The approach to intersection control should be resolved as detailed design for road layouts in the Master Plan are finalised. This has potential benefits or implications for planning, including the potential to reduce the number of T-intersections of Cockburn Road.

The recent installation of traffic signals for pedestrians on Cockburn Road has already introduced a different dynamic in the traffic network and this may present further opportunity for improvement.

Parking Supply and Demand

There are 614 marked parking bays within the master plan area and an approximate provision of between 830 and 1,000 informal unmarked bays within the road verges.

The occupancy of vehicles using the beach during peak times is much higher than typical commuting vehicle trips. From site observations, and details from other projects completed (such as the Hillarys Boat Harbour Integrated Transport Strategy), occupancy of vehicles can be assumed to be at or around 3 people per vehicle during the peak periods.

The calculated nominal capacity of the study area is between 683 and 743 vehicles and 2,049 and 2,229 people in the north and between 769 and 849 vehicles and 2,307 and 2,547 people in the south.

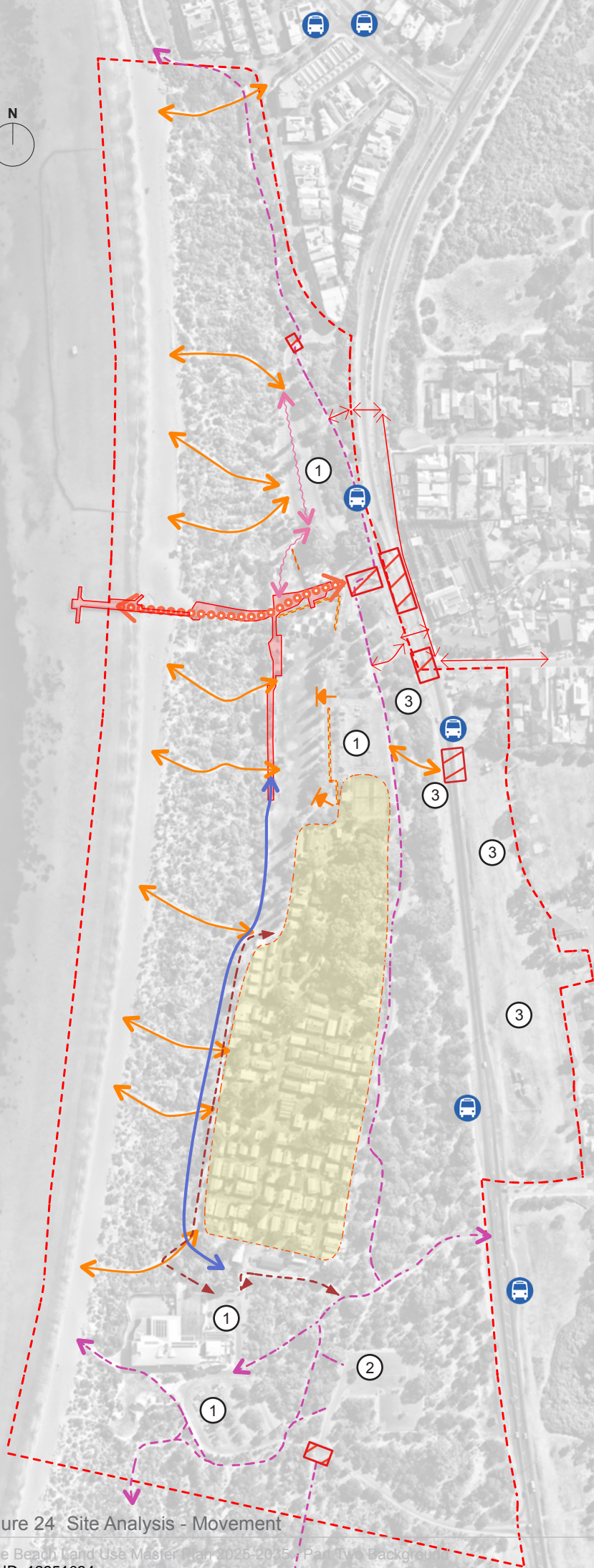
Occupancy was observed through historical photos at various times of the day, through on-site observations in the peak period in 2023 (including Australia Day and the Coogee Live event) and during summer school holidays in 2024. The maximum occupancy of marked bays in the 2023 survey was 85%, with typical summer occupancy of just under 70%.

Marked bay occupancy in 2024 reached full capacity, however, was lower than the overall usage of any 2023 event parking.

Typical weekend demand during summer holidays is considered to be around 750 vehicles, rising to 850 for events.

Key Considerations

- + Explore alternative transportation modes to reduce reliance on car use including public transit connections or shuttle services to nearby rail stations.
- + Encourage cycling infrastructure and promote active transportation. Enhance last-mile connectivity for commuters.
- + Explore alternative access points in the caravan park area that won't impact traffic flows on Cockburn Road.
- + Improved transport movement possible after installation of the signalised pedestrian crossing of Cockburn Road adjacent to Coogee Common.
- + Explore improved site access through signalised intersections at the northern or southern end of the site (or both).
- + Monitor traffic trends and consider adjustments to the median along Cockburn Road for safety and efficient transport.
- + Implement smart parking solutions (e.g., real-time availability tracking, dynamic pricing) to maximize existing parking spaces. Explore off-site parking options for events.
- Poor connectivity along the foreshore for coastal path users.
- Improvements required to ensure continuous bike paths, prioritise pedestrian and bicyclist safety, make the foreshore area more accessible and improve visibility at intersections.
- Consider options to create a more urban street type to make Cockburn Road more aesthetically desirable and more accessible.



Legend

- Study Area Boundary
- Principal shared path
- ↔ Minor pedestrian/cycle links
- ▬ Pavement / pathways
- ▬ Barriers to public movement
- ↔ Beach access tracks (sand)
- ↔ Informal access ways (unlit/unsafe)
- ▬ Dangerous crossing points for pedestrians/cyclists
- ↔ Poor pedestrian/cycle links
- ↔ Potential link
- 🚌 Bus stop
- 👉 Maintenance access point
- ① Existing car parks
- ② Existing car park (unlit/unsafe path access)
- ③ Existing informal overflow parking
- Caravan Park Lease Area

Figure 24 Site Analysis - Movement

4.7 Caravan Park Lease

The Coogee Beach Holiday and Caravan Park (caravan park), operated by Discovery Parks, is currently on a lease agreement in effect from 6 May 2022 for 21 years with a 21 year option.

The lease required preparation of an indicative development plan and strategic vision for the site, including the possibility of future guest facilities in the former railway reserve as a trade off to requirements for coastal retreat. A buffer line was required to be shown indicating the 2070 SLR erosion line, and the City reserved its right to modify, realign, close or revegetate dune access on the coastal frontage.

Discovery Parks has recently lodged a Development Application (DA 24/0204) which includes two stages.

Stage one includes the removal of nine tourist units, five powered sites, and the relocation of 10 permanent units to be replaced by 29 new tourist units. Stage two includes removal of a further 24 permanent units and one powered site, to be replaced with 28 new tourist units. A new pool and some additional amenities are proposed.

The DA reflects a managed retreat approach on the western edge of the site, and avoids permanent structures in the retreat zone. There are no expansion plans shown in the railway reserve to the east.

The DA is consistent with the lease requirements for coastal hazard adaptation and the longer term vision, and will be determined by the Western Australian Planning Commission (WAPC).

Safety

There are no fences on the periphery of the site and any person may walk through the site. Increased antisocial and theft activities have occurred, usually at night. Consideration of fencing was raised, although the barrier this would create was acknowledged.

Other Matters

Comments collected via survey, written feedback and face-to-face suggests a strong connection with the caravan park in the study area, however, some comments raised concern about rubbish on the beach and feral cats in the reserve linked to the accommodation. Comments about the deteriorating state of the facilities are likely to be resolved by the proposed upgrades.

Key Considerations

- +** Improved integration with the wider master plan area
- +** No plan from the operator regarding future extension into the former railways reserve. Opportunity to collaborate on best option scenario.
- +** Improved coastal path on the western edge of the caravan park, in conjunction with the Development Application.
- Safety concern on the periphery
- Managing lease agreements and planning for new developments with retreat strategies, without increasing management risks and costs.
- Current caravan park access creates conflict points and could be improved.
- Current relationship between SLSC and caravan park could be improved.



Legend

- Study Area Boundary
- Caravan Park Lease Area
- Existing permanent cabins
- Existing cabins
- Existing park buildings
- Proposed two-storey accommodation
- Proposed disability access compliant cabin
- Proposed superior/deluxe cabin
- Proposed standard cabin
- Proposed ancillary building
- Proposed park building

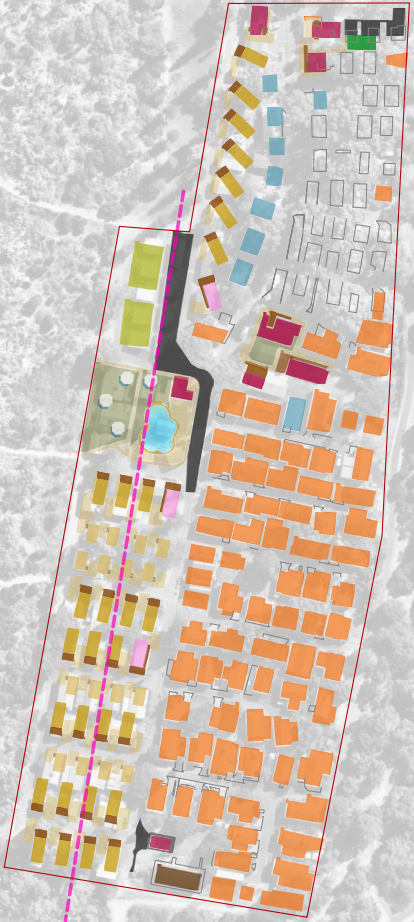


Figure 25 Site Analysis - Caravan Park Proposed Development

4.8 Reflecting the Past

The history of Coogee Beach as a popular destination for those seeking beach side relaxation since the 1930's encourages the Master Plan to embed the principles of gathering/connection, conservation, relaxation and recreation.

The construction of the first Coogee Beach Jetty in the 1960's cemented its status as a recreational haven, as relief to the setting amongst what was largely an industrial meat processing and market garden area.

This industrial presence remained in Coogee for nearly 100 years, and only in the last 20 years has been substantially replaced by housing as part of the expansion of the Perth and Fremantle metropolitan areas. Today there is a small number of industrial uses nearby, but strong ties remain for the workers of years gone by, now joined by a growing community.

Evidence of its past still exists within the site, or nearby, in the form of the kilns, the hotel, the jetty, wrecks and the park lands themselves.



Figure 26 Ruins of the historic limestone kilns.

What is less visually apparent, and serves as an opportunity for celebration, is the Aboriginal heritage known in the area.

Key Considerations

- + Further celebration of the Coogee Beach Jetty as an icon of beach side recreation in Perth.
- + The industrial past of Coogee presents an interesting opportunity for re-interpretation through materials and finishes.
- + The former Coogee Beach Hotel, now Coogee Common provides a nice bookend to the Jetty. Creating better synergy between the two would be beneficial.
- + The rich recreational social heritage of the area evokes powerful memories and emotions for users of the space. This is to be respected and celebrated.
- The Aboriginal heritage of Coogee is visibly absent and there is an opportunity to explore story telling and interpretation, and the potential expansion of the Nyungar Tourist Trail in Port Coogee or an interpretation of the Derbal Nara People's Ocean Knowledge Trail.
- The limestone kiln ruins are not in good condition, and must be preserved for future generations.
- The area of Coogee played a key role in early food production in Perth. This history is somewhat lost today, and could be retold.



Legend

- Study Area Boundary
- ① Coogee Beach Jetty
- ② Former Coogee Hotel and Post Office
- ③ Coogee Lime Kilns
- ④ Tylee Lime Kilns
- Caravan Park Lease Area

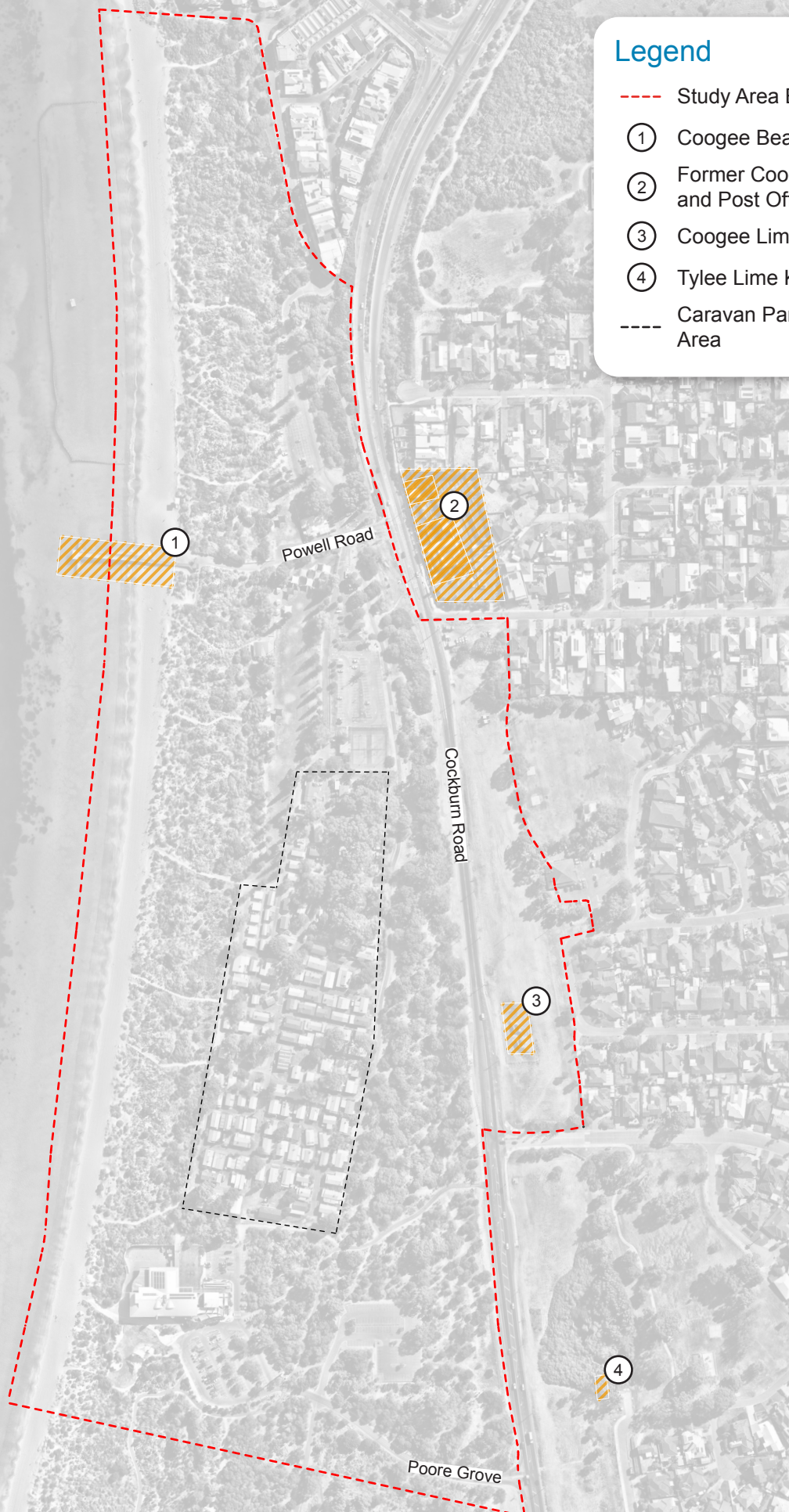


Figure 27 Opportunities to link with the Site's History

Key Opportunities Overview

Encourage a healthier ecology

- ① Replenish the natural environment
Revegetating the dunes, enhancing the tree canopy and creating more space for nature.
- ② Water Sensitive Design
Capitalise on rain water through water sensitive design principles.
- ③ Rationalise Beach Tracks
Rationalise the access paths across the dunes to improve their health, whilst retaining access to the foreshore.
- ④ Greening Car Parks
Plant trees to provide more shade to parking areas and create off-peak public use opportunities in a cool environment.

Integrate uses and places of significance

- ⑤ Places of Interest
Celebrate the historic former Port Coogee Hotel and historic limestone kilns through better connections and partnerships with beach side activities.
- ⑥ Café Relocation
Relocate the café to a centralised space with multi-function toilets, change rooms, bicycling facilities and enhanced parkland and play spaces. Make spaces welcoming for all abilities.
- ⑦ Connecting to the neighbourhood
Create connections with public open space outside of the study area.

Respond to coastal hazards

- ⑧ Implement Slow and Planned Retreat
Replace assets outside of the hazard zone over time.
- ⑨ Caravan Park Area consolidation
Retreat the caravan park footprint from the foreshore and improve entry opportunities from both north and south.
- ⑩ Addressing Jetty Safety
Upgrade jetty access over time in response to sea level rise and to enhance Surf Life Saving Club functionality.

Prioritise people

- ⑪ Improve Cockburn Road
Implement changes to the Cockburn Road experience of visitors, making parking and pedestrian crossing safer.
- ⑫ Better Connections
Create north to south connections so that users can access and experience the whole of the site with ease, and improve connections throughout for all-abilities users.
- ⑬ Public Transport Improvements
Redesign bus stops as a welcoming space for users, with sufficient area and protection. Advocate for improved service frequency and provision.

Reduce the impact of vehicles

- ⑭ Traffic, Pedestrian and Bicyclist Network Improvements
Traffic improvements at key intersections to encourage safer traffic movement within the site and across Cockburn Road.
- ⑮ Manage access and parking
Rationalise parking areas and modify access to improve safety and support retreat.

A local and natural sense of place

- ⑯ Celebrate what makes it loveable
Celebrate the swimming enclosure, Coogee Beach Jetty, the green spaces and coastal vegetation. Keep it low-key.
- ⑰ Recreational Experience Hub
Create hub of activity in the north through a linear connection between the jetty, swimming area, former Port Coogee Hotel and café with inclusion welcoming arrival space and educational signage.
- ⑱ Purposeful Visitor Hub
Celebrate the purposeful activity of the southern precinct by connecting the surf life saving club, function centre and café with the caravan park, to create a business based hub and strengthen interaction.



Legend

- Study Area Boundary
- Opportunity
- Constraint
- Relocation
- North to South Link
- Caravan Park Lease Area

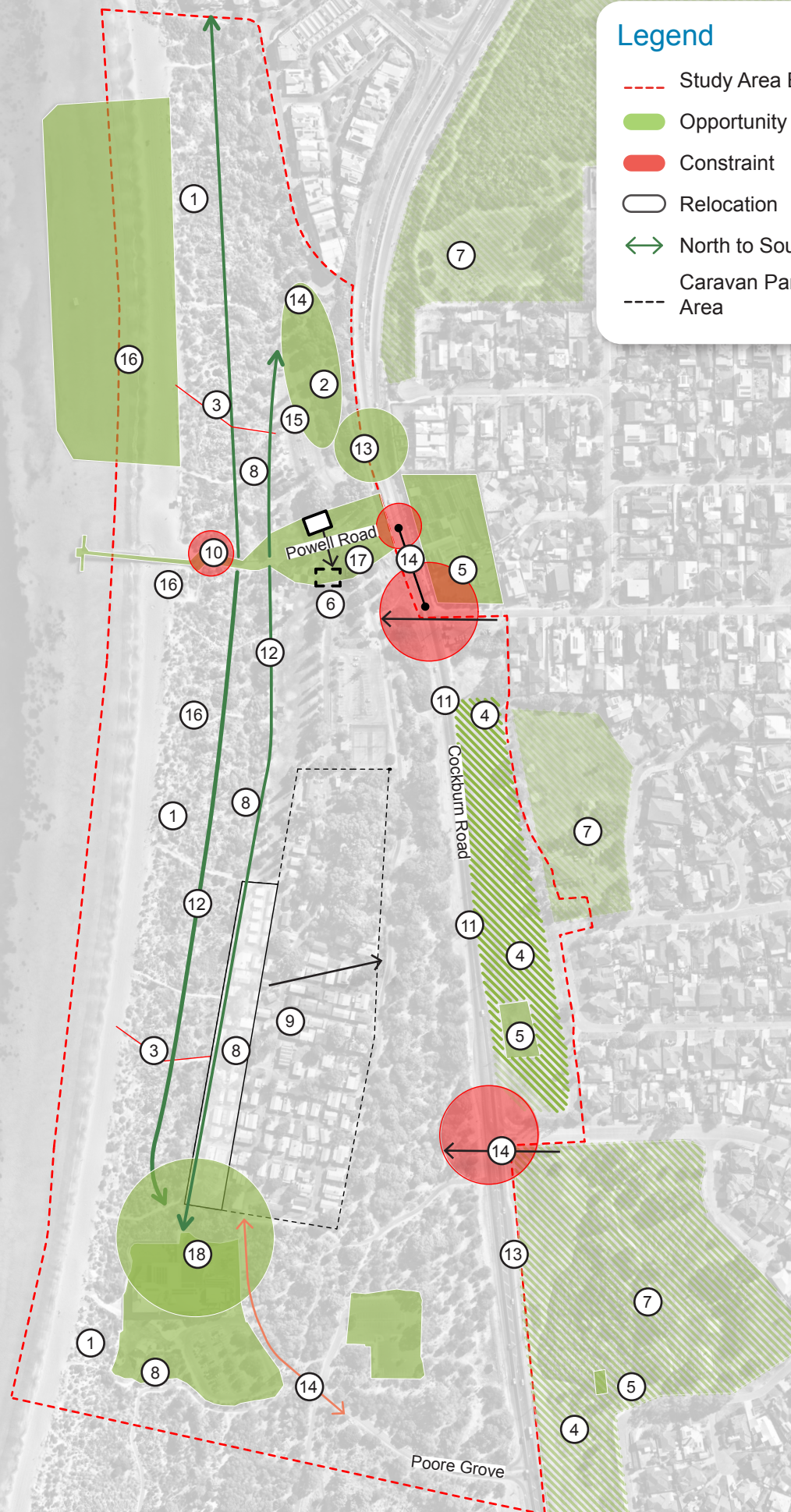


Figure 28 Site Analysis - Opportunities and Constraints

5 MASTER PLAN RESPONSE



5 Master Plan Response

The Master Plan responds to a detailed assessment of opportunities and constraints and past studies that remain very valid in many ways.

Many of the recommendations of the previous FMP and 2014 Master Plan can be drawn through into this plan, albeit with some modern interpretation based on recent community feedback, minor amendments and updates associated with changing technical and environmental information.

This section describes the approach being considered in recognition of the proposed role of Coogee Beach and following six design principles, as follows:

- Encourage a healthier environment;
- Integrate uses and places of significance;
- Respond to coastal hazards;
- Prioritise people;
- Reduce the impact of traffic; and
- A local and natural sense of place.

5.1 The Role of Coogee Beach

Coogee Beach is loved for its low-key, natural experience. A majority of participants prefer to recognise Coogee Beach as a district node; a place of natural environmental value and a local family destination. This is somewhat at odds with its existing visitation base and the facilities and amenities already available, which are typical of regional nodes.

Many in the community recognised this and acknowledged that the facilities and amenities could be upgraded, albeit remain in a similar style, and most definitely not a highly urbanised, paved and developed foreshore.

In discussion through engagement, it is clear that it is the existing character of the place that is valued. That character is a place of recreation value, natural, intimate, shady, low cost and with many places and spaces to gather. Notwithstanding, the community also strongly desire the area to be made safer, more accessible and provide more on offer for young people and families once there.

An assessment of coastal nodes in the region identified Coogee Beach as being one of the most well serviced locations between Fremantle and Rockingham. Despite coastal concerns, Coogee Beach also has the flexibility to grow and improve over time.

For this reason, the Land Use Master Plan identifies Coogee Beach as a place that shall be **designed and planned as a Regional Coastal Node with a distinctive and memorable ‘District’ feel and character**.

The design should ensure a celebration of the historical stories of the past and embed principles of connection, conservation, recreation and relaxation. Coogee Beach will be a natural, low scale, low-key environment, welcoming to all ages and abilities.

5.2 Encourage a Healthier Environment

The natural environment underpins the community's love of Coogee Beach and is an essential part of the character of the precinct. Although the landscaped elements of the foreshore are most well used, the dunal vegetation and scrub is as much a part of Coogee Beach as the Norfolk pines and grassed areas.

However, a review of existing conditions and future constraints has identified a number of measures that should underpin the Master Plan, and that will contribute to the overall amenity of the study area. This includes drainage and vegetation improvements and careful consideration of the site from a bush fire management perspective.

Section 5.2.1 to Section 5.2.4 describe the proposed Master Plan approach to encourage a healthier environment.

Table 5 provides a summary of the actions and implications including funding, resources and multi-action synergies.

5.2.1 Rationalisation of assets and walking paths in the dunes

Whilst access to the foreshore is a non-negotiable for Coogee Beach, dune vegetation encourages retention of sand along the shoreline and has the effect of mitigating against storm events to some extent. Retaining and cohesive vegetated dune system is encouraged where erosion is present and likely to increase.

For this reason, the FMP recommends a number of actions to improve dune health.

This includes the closure of several beach tracks, as beach tracks can interrupt natural vegetation growth even when fenced.

Four beach tracks were recommended for closure in the FMP (Table 6-1) and shown in *Figure 20*, and this recommendation is followed through in this Master Plan:

- Track 5 (centre of northern car park);
- Track 7 (access to beach from recreation area);
- Track 10 (Discovery Parks Coogee Beach North); and
- Track 13 (Small walking track from CBICF).

Any of these tracks could be closed immediately, as they are very close to nearby access points, however, Track 5 is within 25 metres of its nearest track and the Track 13 is within 45m of its nearest access point and near to the main access point for the SLSC; an easier point of access and also a location that is in great need of dune repair.

Track 7 and 10 should also be considered for closure in the short term. It would be fortuitous to close track 10 during construction of the new caravan park cabins, when other disruption is likely to force behaviour change within the park.

There is an opportunity to consider boardwalks for the remaining paths as a mechanism to minimise erosion on the dunes and protect vegetation, however, the converse of this is potential disruption to the dunes during construction. The final design and construction will need to be carefully considered to minimise environmental impacts.

Shade cloth or brush fencing should also be considered on the beach front side of the dunes, to discourage beach goers from finding nooks within the dune to avoid wind. It is, however, recognised that such fencing is high maintenance, and so it is recommended that this occur in tandem with a strong communication and education program, helping the community to understand the need to stay off the dunes.

5.2.2 Minimising disruption to existing local vegetation

The vast majority of the study area comprises very high quality native vegetation, some of which is believed to be original (endemic - not planted). Where non native or planted vegetation exists, that too is of high quality, with the exception of some ageing trees in the northern part of the foreshore near the Powell Road access.

The Master Plan does not propose to remove trees if at all possible. In the few cases where it may be necessary, trees can be planted in the short term to provide new canopy well in advance of the proposed removal. Minor areas of clearing are proposed to support access arrangements in the southern part of the study area, although much of the proposed area is already partially cleared.

In addition, it is recommended that additional vegetation be planted along the toe of the dune system (land side and sea side) to bolster the existing dunes and prepare for increasing damage associated with coastal hazards. Winter storms and timing of planting should be considered when revegetating existing dune fronts, and plants more tolerant to salt water, and sea level rise (occasional inundation) should be prioritised seaward of the dunes.

Increased planting of larger trees is proposed in the short term, although more dense vegetation is recommended in the longer term in association with the removal of infrastructure at the end of design life.

It is further recommended that all car parking areas be provided with additional tree planting, recognising that adequate lighting for safety also needs to be considered.

Retention of Railway Reserve vegetation

In the 2014 Master Plan, and in the FMP, a recommendation was made and then actioned for the City to create additional reserve land through transfer of Unallocated Crown Land adjacent to Cockburn Road. The land was previously identified as Railways Reserve, is heavily vegetated, and provides an excellent screen to the Cockburn Road edge of the Foreshore.

This has been complete and is now vested in the City. However, it is the intention of this Master Plan to retain this area for ecological functions, and avoid any clearing of this area if possible.

5.2.3 Responding to the needs for bushfire zone management

The bush fire hazard levels within the study area are relatively high, owing to the substantial vegetation throughout. The cafe and caravan park are impacted by lower levels of bush fire risk, and adjacent Coogee Common has some hazard risk in proximity. The SLSC is also impacted.

The Land Use Master Plan proposes to increase vegetation throughout the foreshore, which will require a considered approach to bushfire management, including proper access to exit points both north and south. For this reason, it is recommended that the caravan park provide formal access from the lease area going both north and south of the park, and that all residents be informed of emergency exits during check in. Any bollards located within the foreshore to keep vehicles off public spaces, should be designed to be removable in emergency scenarios.

The future location of the Cafe is likely to be in an area of reduced risk from the current location. Nevertheless, it is recommended that the bush fire risk be determined upon design and appropriate design measures taken, including suitable water pressure for fire fighting.

Other minor infrastructure should be at acceptable risk levels.

NB: a Bush Fire Risk Assessment should be completed during any detailed design associated with any new infrastructure in the foreshore area.

5.2.4 Creating larger pockets of vegetation in the north

The long term development of the Coogee Beach foreshore provides a ideal opportunity to increase vegetation in the northern area and generally improve overall ecological health of the reserve.

The existing northern car park is located within the coastal hazard zone and it is recommended for retreat in the FMP. It is also an unusual shape and inefficient for achieving parking.

This Master Plan reflects the FMP recommendation in the medium to long term, suggesting that parking areas will be consolidated further away from the dunes by the middle of the century. The longer term removal of the car park, likely staged from west to east, provides an opportunity for gradual increase in parkland and planting east of the dunes, and a reconsideration of the existing weed infested drainage area which abuts Cockburn Road.

This can be commenced in the short term, as the existing cross section can be improved to make way for both dune edge planting and a new coastal path linking to Perlente View.

In the longer term it is anticipated that additional accessible and short term (15 minutes or less) parking will be provided in the foreshore south of the Powell Road access, and parking will be secured east of Cockburn Road. A detailed landscape plan will be required to layout grassed areas, planting, drainage and play infrastructure, which may also include nature play.

Table 5 Master Plan Responses for Encouraging a Healthier Environment

	Action	Implications	Time
HE1	Close Track 5	Following broad communication of proposal, remove existing fences and program of planting and revegetation of dune system to replenish denuded dune areas. Seek grant funding for planting and partner with local coast care groups. Investigate opportunity for boardwalks in these locations.	S
HE2	Close Track 10 during construction of new caravan park cabins.		S
HE3	Close Track 7 within 10 years		S-M
HE4	Dune edge fencing or low wall (land side and beach side)	Add fencing or wall to asset management program and deliver at replacement of current assets. Seek grant funding for assets if required.	S-M
HE5	Educational signage, wayfinding strategy and communication program in alignment with the broader Woodman Point area	Prepare a wayfinding and signage layout strategy and prepare a suite of educational signage regarding importance of dune vegetation and keeping off the dunes. Partner with DBCA and local coast care groups.	S
HE6	Prepare a 10 year program of planting	Deliver planting program, including new trees at the toe of the dunes, to car parks, along Cockburn Road and adjacent to future access routes and pathways, where trees will be removed. Implementation as part of normal park management. Renew after 10 years.	O
HE7	Prepare a Bush Fire Management Plan for any new buildings.	Prepare a Bush Fire Management Plan for new buildings. Ensure lease adequately advises lessees of requirements.	O
HE8	Ensure caravan park has adequate emergency exit routes	Ensure exit points both north and south during development assessment and in partnership with lessee.	S
HE9	Prepare a landscape plan for the long term relocation of the northern car park	Prepare a detailed landscape and staging plan including development of new pathways, drainage and parkland. Seek grant funding for upgrades.	M

HE = Healthy Environment

S = Short Term (0-10yrs) M = Medium Term (10-25 yrs) L = Long term (25-50 yrs) O = Ongoing/as required

5.3 Integrate Uses and Places of Significance

Coogee Beach has a rich history and a dedicated long term community. Its character is embedded in that history, but links and references are limited on site and can be much improved.

Section 5.3.1 to Section 5.3.4 describe the proposed Master Plan approach to encourage integrating uses and places of significance.

Table 6 provides a summary of the actions and implications including funding, resources and multi-action synergies.

5.3.1 Creating a welcoming space

Coogee Beach is a family destination that is open and accessible to all people without limitation. However, there is little to reference the pre-colony experience of the area, and it is recommended that the Master Plan integrate stories and knowledge about Aboriginal history.

In addition, it is recognised that a broader story of the history of the site since colonisation, including links between the jetty and Coogee Common, reflecting the long term festival nature of the area and acknowledging the industrial past could be told to new visitors.

It is recommended that a welcome area with education signage be included in the study area, in the northern area close to the primary access location. Further, this could be enhanced by a yarning circle, should ongoing engagement identify an appropriate site.

Further, the medium term modifications to the cafe and access area provides an opportunity to improve visual and physical connectivity to the Coogee Common and old Limestone Kilns on the eastern side of Cockburn Road.

This includes better orientation of sight lines across the road and improved pedestrian access. A new signalised crossing near Coogee Common will facilitate this immediately, but is also recommended that additional median refuge islands be installed on Cockburn Road near the kilns so that direct access is provided and is safe. Bus stops are also proposed to be relocated to support these connections.

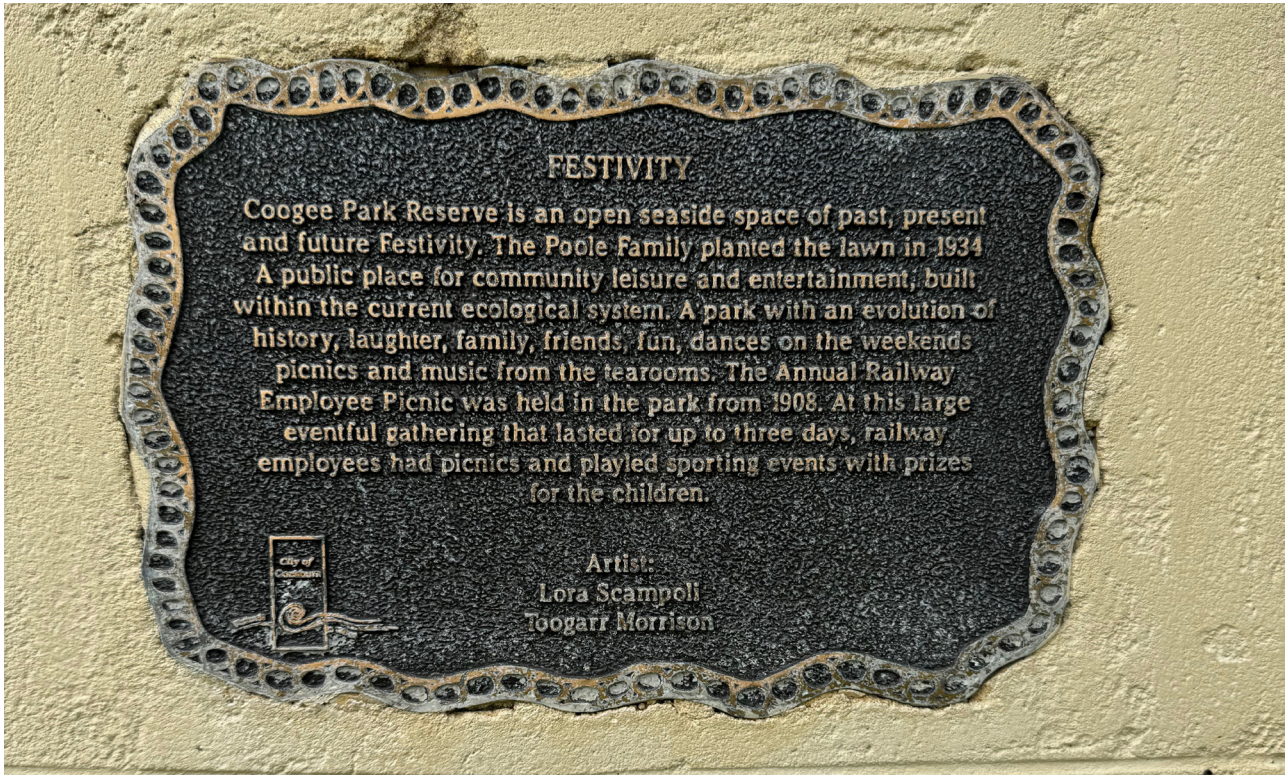
5.3.2 Centralising key functions at gathering places

The FMP identified a number of structures that would be located in the coastal hazard area within the next 30-50 years and recommended retreat of the structures.

This includes ageing infrastructure such as the café and toilet block, both of which are identified as inadequate by the community.

The Master Plan provides the opportunity to locate these structures out of the coastal hazard zone and in areas where they are more central to the core use of the foreshore.

The café has reached the end of its design life as a building, and requires replacement. Given its location is identified as at risk, it is pertinent to identify a new location and consider long term design for it.



The café is proposed further away from the coast than its current location, in an improved location for sight lines and access, and with more capacity for consolidation of key functions such as toilets and showers.

A new building could facilitate new toilets and showers, change rooms, café and deli functions as well as a second storey viewing area for alfresco eating with views to the jetty.

A lease to a café vendor may also include an opportunity for shared construction costs, if lease conditions are suitable.

This central hub in the north should include bicycling facilities and enhanced parkland and play spaces alongside an opportunity for all-abilities changing places and other potential pop-up foreshore functions.

It is assumed that the central area would enable events to continue to occur in the foreshore, including through the provision of suitable power supply.

At the end of design life for shelters and tables in the foreshore, relocate these facilities to support the new central hub.



5.3.3 Providing a regional level of foreshore amenity

The Coogee Beach foreshore area comprises substantial infrastructure and attracts regional visitation. However, it is apparent that ageing infrastructure and the absence of some key functions detracts from the foreshore experience.

The renewal of both the café and the caravan park will improve this somewhat over the next 10-15 years, however, the service offering of both cafés on site (north and south), as well as the function facilities at the SLSC and the integration of the caravan park should be considered as part of a cohesive plan for activating the foreshore area in a way that adheres to the overall philosophy of a regional facility with a local character.

This will require improved disability access to the beach and into the foreshore area, including better access to the beach and greater availability of ACROD parking bays.

This also includes an improved aesthetic for the SLSC which is unwelcoming and hard to navigate into and through, and greater levels of access through the caravan park as it is redeveloped through formal pathways connecting to broader path and transport networks.

Other improvements have already been identified, such as improved playgrounds, updated toilet and shower facilities, and better paths and connections through the site. The swimming enclosure and swimming pontoons are proposed to be maintained over time as required.

Greater connectivity would also be desirable outside of the study area, with obvious connections to Len McTaggart Park and the Coogee Community Hall to support reciprocal youth and community activation of the foreshore.

5.3.4 Link the caravan park and Surf Life Saving Club

The lack of connectivity between the SLSC and the northern park land is obvious, and earlier recommendations provide for a suitable solution. However, the close physical link between the SLSC and the caravan park is not taken advantage of, and the boundary of the caravan park to the south is in need of improvement.

The Master Plan suggests the caravan park take advantage of its upcoming redevelopment, and its need for a separate exit for bush fire management purposes, to formalise the southern access point in the short term through the existing car park.

In the long term, the Land Use Maser Plan strongly encourages the caravan park to consider a long term reorientation of the caravan park main point of entry to the south. This outcome would have the effect of removing conflicts between caravan park uses and children families in the north and creating much stronger ties to the SLSC function centre and adjoining cafe. This could encourage expansion of the southern offer on site, as the SLSC is the only licensed operator in the study area.

Table 6 Master Plan Responses for Integrating Uses and Places of Significance

	Action	Implications	Time
PS1	Prepare educational signage and wayfinding strategy	See Implications at HE5. Reflect local history including Aboriginal stories and more recent history, food, recreation and cultural stories of the site.	S
PS2	Seek expressions of interest for a café operator and potential construction partner	City to undertake project planning and budgeting for investment in the central activity hub (café etc) and thereafter seek expressions of interest. Ensure lease conditions allow for other pop-up activities (not linked to operator). May require detailed design of a facility and grant funding to deliver.	S
PS3	Introduce bicycle racks	Seek grant funding for bicycle infrastructure in line with Long Term Cycle Network planning.	S
PS4	Replace playground and recreation facilities at end of design life	Add playground and exercise equipment to asset management program and replace current assets within new activity hub when replacement required. Seek grant funding for assets if required.	S-M
PS5	Encourage ongoing renewal of the caravan park	Lease conditions and negotiations to improve the overall amenity of the foreshore. Includes negotiations by the lessee with long term caravan park site owners.	S
PS6	Upgrade landscape surrounding the SLSC facility for improved amenity and wayfinding	Undertake a community based place making activation in liaison with the SLSC, cafe tenant, caravan park, Coogee Beach Progress Association and others to provide a much needed facelift for the SLSC facility.	S
PS7	Improve pathways to nearby facilities	Progressively upgrade or introduce pathways between the foreshore, Coogee Common, the kilns, Len McTaggart Park and Coogee Community Hall.	M
PS8	Formalise the southern exit point at the caravan park	Upgrade the current access point and prepare a plan for long term reorientation of the caravan park main access to the south as redevelopment occurs including more formal access point near the SLSC and new road access loop.	S-M

PS = Places of Significance

S = Short Term (0-10yrs) M = Medium Term (10-25 yrs) L = Long term (25-50 yrs) O = Ongoing/as required

5.4 Respond to Coastal Hazards

The Master Plan proposes a series of interventions to improve the natural environmental capacity to protect the foreshore from coastal hazards, as well as a number of managed actions to remove assets from harm.

The majority of assets will naturally reach the end of design life before being impacted by coastal hazards, and can thus be removed/relocated in a sustainable and cost effective manner.

However, there are a number of significant assets that require careful relocation.

Section 5.4.1 to Section 5.4.3 describe the proposed Master Plan approach to encourage response to coastal hazards.

Table 7 provides a summary of the actions and implications including funding, resources and multi-action synergies

5.4.1 Upgrading infrastructure in a staged manner

By 2040 some assets within the reserve are at high risk and the primary response is to effect a managed retreat of assets over time as they reach end of life.

Monitoring of the shoreline recession, as identified in the CAP, will identify how soon or how long some of the assets have before becoming vulnerable at a level that is intolerable. Whilst beach nourishment and dune management and revegetation is also proposed, planning will need to commence for the relocation of shelters and picnic tables, showers and some of the existing public artworks (limestone columns) on site.

For all minor infrastructure, such as shelters, seating and exercise equipment near the dunes, it is recommended that an increased setback from the landward toe of the dunes be implemented in conjunction with the previously recommended toe revegetation and planting (Action HE6).

Assets placed close to the dune could be of more natural materials and provide natural barriers to discourage people from walking across the dunes.

Over the next 10 years, it is also recommended that improved signage be placed throughout the site to educate the community on the long term plans for coastal retreat (see also Actions HE5 and PS1).

5.4.2 Using the opportunity to plan for best use and layout of the site

Major infrastructure is also at risk and requires relocation over the long term. The Master Plan is an opportunity to relocate significant assets to improved locations and have them designed to withstand the coastal environment over the longer term. The proposed approach is consistent with the recommendations of the CAP and the FMP.

Northern Hub Redevelopment

As has been noted previously, the café is proposed to be relocated. It is currently at the end of its design life and Action PS2 recommends renewal of the facility in a location outside of the hazard zone, noting that recent modelling suggests an even more conservative approach.

The design of the new building should include co-located toilet, shower and change facilities, as these are also in the hazard zone and vulnerable in a short-medium time frame. Action PS3 suggests the inclusion of bicycle infrastructure, which would be ideally located alongside the new hub. Materials should be lightweight and adaptive to coastal inundation (potentially relocatable).

A new playground can also be located in conjunction with this area, when the current playground reaches the end of its design life (Action PS4).

It will be important to design this new activity hub so that elements can be added as they reach the end of their design life in existing locations, whilst not affecting existing functions that do not need to be upgraded in the short term. This may include staging such as:

- Immediate term re-routing of access point to caravan park (*Figure 29*) to introduce changes for foreshore users to get familiar with. This can be trialled in the short term using water filled barriers with only very minor amendments to the existing central car park area and no loss of bays.
- Relocation of playground facility to existing café surrounds (*Figure 30*).
- Provide 'Changing Places' facility in existing café surrounds (can be a temporary facility or permanent) (*Figure 30*). Construct new ACROD bays in proximity.
- Modification of beach access point to align with new Cockburn Road signalised crossing point (*Figure 31*), and re-use of limestone retaining walls from planters.



Figure 29 Modified access to caravan park



Figure 30 Playground relocation and changing places facility



Figure 31 Modified beach access and pathway

- Modify road layout to suit ultimate design of Beach Road four-way intersection and ensure adequate space for activity hub (*Figure 32*). The existing Powell Road intersection can be utilised until this can be effected. Include zebra or wombat pedestrian crossings in high movement areas (especially new beach access pathway to Cockburn Road).
- Convert tennis courts to parking (approximately 42 bays) and close 30 bays adjacent to new activity hub for construction laydown and continued circulation (*Figure 33*).
- Development of new activity hub including café, toilet, showers and changerooms. Construct new ACROD bays in proximity. (*Figure 34*). The café is envisaged as a ground floor with amenities to one side and café/delicatessen to the other with a walkway through to the beach between. The upper floor is proposed as an decked alfresco and viewing area, providing shade and shelter to the walkway below. Upgrades or minor relocation of services during construction (if required)
- Formalisation of parking and access roads following activity hub construction.
- Demolition of café and replace with parkland and revegetation.
- Full renewal of playground at end of life in agreed location

Retaining walls currently used to bound the planted areas along the path to the beach can be re-purposed and used as new path edge treatment, dune edge treatment, rustic seating or as part of modified parking and access ways to reduce parking on verges.

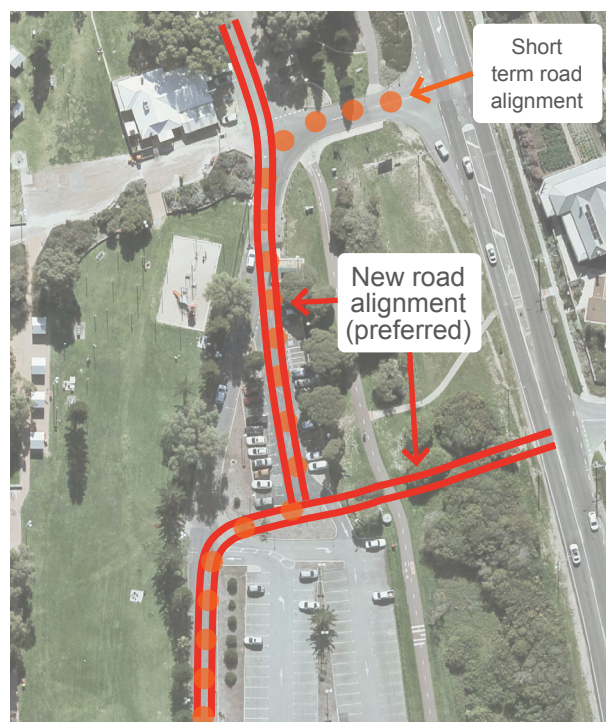


Figure 32 Modify road layout to support ultimate

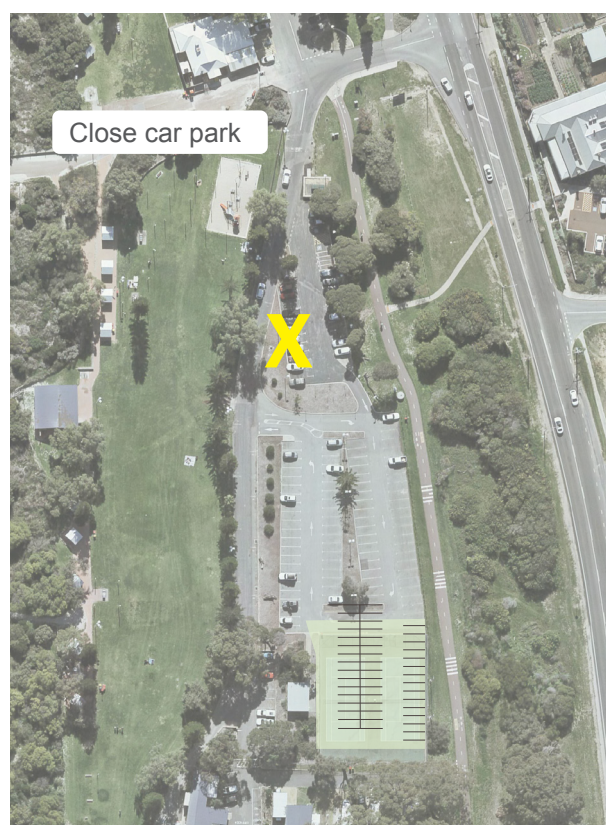


Figure 33 Car park development followed by existing car park closure

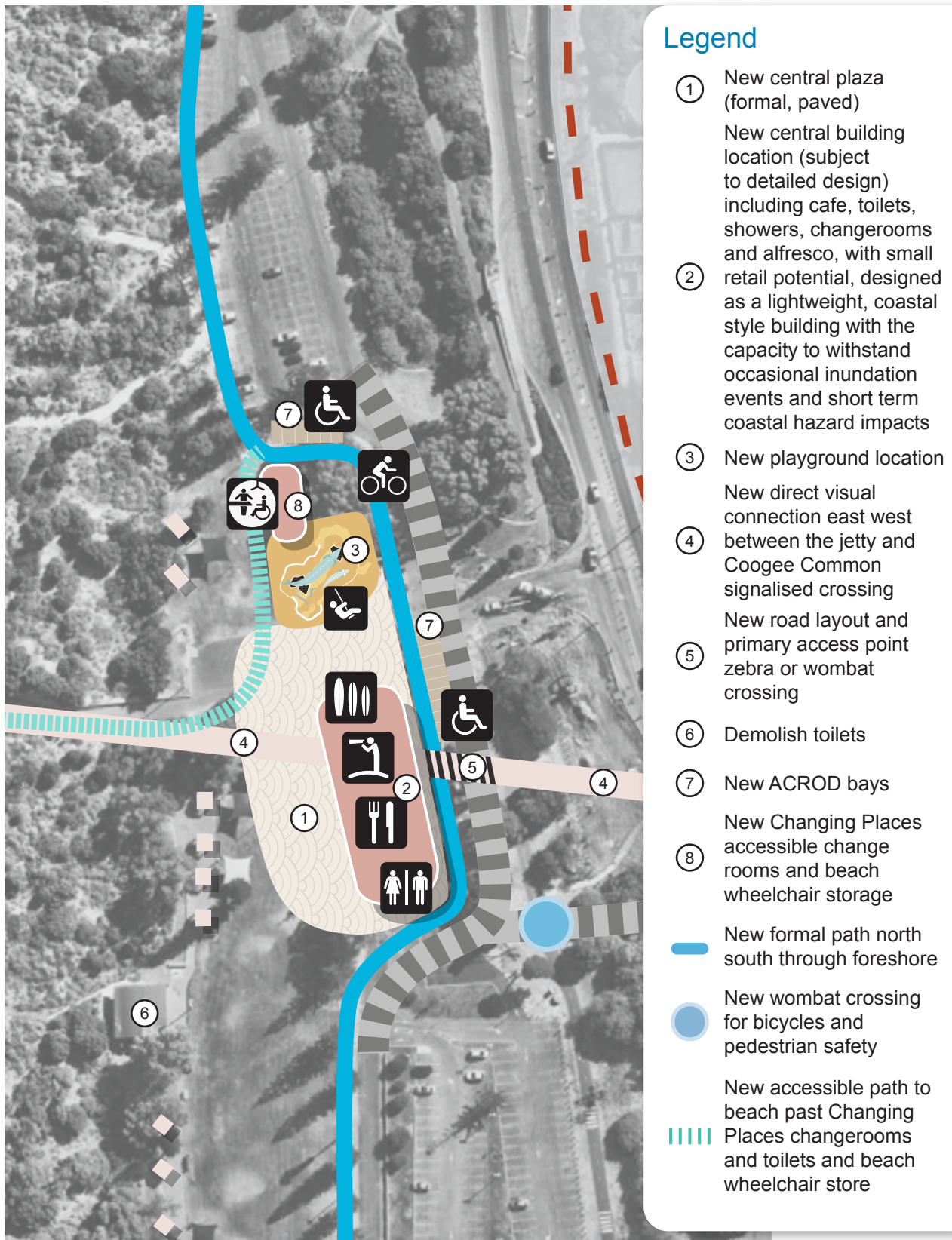


Figure 34 New northern activity hub concept

Northern car park

The car park north of Powell Road is an odd shape and as a result is a challenge to navigate. It's two entry points contribute to an overall confusion for new users. Bicyclists and pedestrians have no formal pathway and there are resultant conflicts. In addition, the car park is likely to be impacted by coastal hazards by the middle of the century or sooner.

The Master Plan provides the opportunity to re imagine this space whilst also considering the long term parking needs of the precinct. There are currently 119 bays in this location, which are often fully used. As noted in the previous section, the northern activity hub area can be redeveloped with a net increase of parking capacity over the short term, although this is likely to only be in the order of an additional 25-30 bays including new ACROD and short term drop off bays (assuming new bays as per *Figure 33*).

The Master Plan recommends slowly retreating from the dunes as overall parking in the northern area is consolidated, designs improved, and current overflow parking east of Cockburn Road is formalised. Improved line marking and a slight modification of the landscaped edge in the area could allow for the dune edge car bays to be relocated in the short term for a net balance of bays in the area (see example layout modifications in *Figure 35*).

This would enable the provision of improved path network for bicyclists and pedestrians and allow for new revegetation at the toe of the dunes as per Action HE6.

This action is not urgent, and can be taken as the asset requires maintenance, upgrade or new line marking.

Additional bays will remain available in parking areas east of Cockburn Road, and it is intended these are better managed for peak usage, until such time as they are formalised.

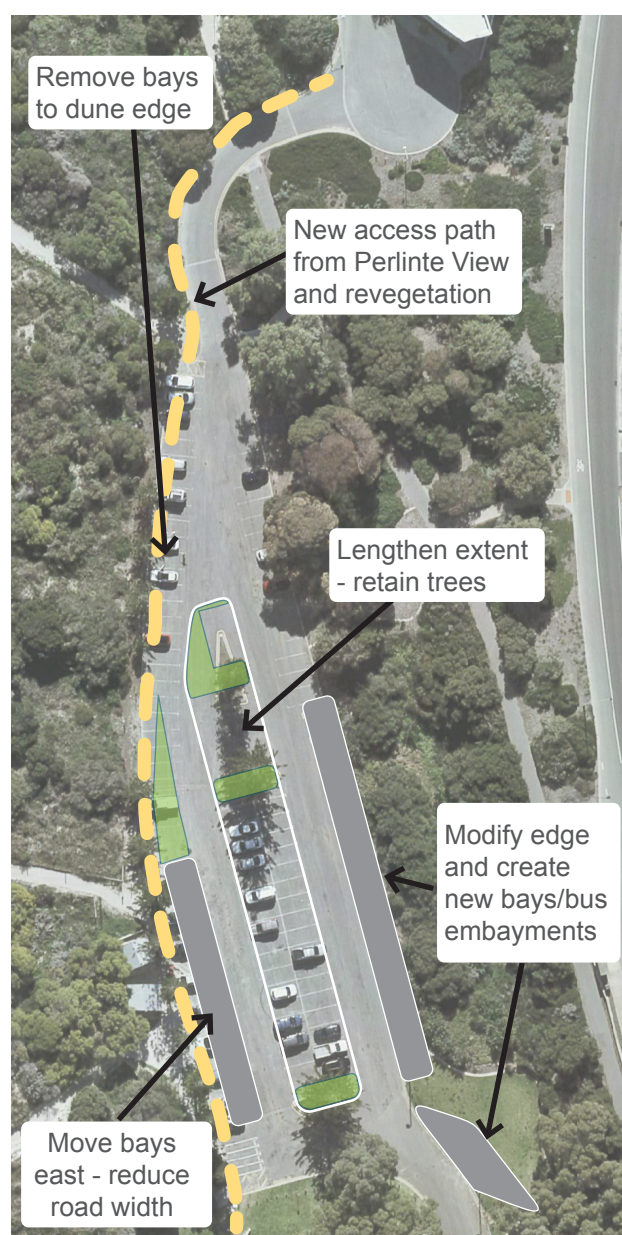


Figure 35 Concept for short term car park retreat

SLSC and carpark

The SLSC is located immediately adjacent to the shoreline, which is typical of surf clubs. However, the proximity to the coast and the predicted coastal hazards are likely to directly impact the functionality of the surf club over time.

This may include inundation from the coast during high seas which may impact the lower floor storage and vehicle parking area in addition to expected loss of dunes immediately in front of the club, exposing the retaining structures.

Whilst it is possible to protect the surf club, this should be carefully weighed up against the impacts that protect options such as seawalls may have on adjacent shoreline; where the likely impact to adjacent shorelines is increased erosion (referred to as terminal scour).

Protecting the whole Coogee Beach shoreline is also not recommended, as the outcome of hard structures such as seawalls or groynes along the length of the beach will have a significant negative impact on the enjoyment of the beach currently valued by users. The foreshore also has substantial capacity for retreat, and for this reason, the CAP and FMP suggest longer term relocation of the SLSC and integrated community facility.

Notwithstanding, the SLSC facility is a new facility, and is estimated to have some 30-50 years worth of building life remaining. This falls generally outside of the time frame of the Master Plan, however, does not preclude good planning.

The long term proposal for the SLSC is for managed retreat at the end of the building design life. Whilst the SLSC is surrounded by excellent quality and valuable natural vegetation, there are some obvious locations within the local environment that would be suited for the long term location of the SLSC; being the two nearby car parks already fully developed.

The immediate car park adjacent to the foreshore is the most suitable, as it will still provide proximity to the water for necessary SLSC patrol functions, but allow for the necessary retreat (see *Figure 36*). Design will need to consider ongoing coastal hazard adaptation to avoid the current situation from repeating.

Impact on some car parking in the vicinity of the SLSC may seem untenable at the current time, given the demand already existing on peak days. However, it is recommended that parking be provided underneath, such that the SLSC and car parking form a single structure on the already cleared site.

In addition, by the time the relocation is proposed it is likely that travel types will have changed, and adequate parking will be formalised east of Cockburn Road, so that the loss of parking will be compensated.



Figure 36 Long term southern activity hub modifications

The SLSC relocation is proposed in the context of other proposed actions from this Master Plan, including HE6 (revegetation), HE9 & PS8 (caravan park southern access) and PS6 (landscape improvements). In the short term, the conceptual layout proposed in this plan should guide infrastructure upgrades.

Any changes in this area need to be mindful of the impacts on the revegetation offsets that were undertaken as part of the SLSC overflow car park development.

In the longer term, an overall detailed design plan is required (approximately 20 year timeframe), so that any infrastructure upgrades proposed in the medium term are located to avoid any long term conflicts.

Caravan and Holiday Park Consolidation

As noted in Section 5.2.2, the FMP previously suggested the expansion of the caravan park into the Railways Reserve to account for retreat plans on the western (coastal) side of the site.

However, investigations as part of this Master Plan suggest the area in question is of very high ecological quality and is also bush fire prone. At this stage the operator does not proposed to expand into the area, and this plan recommends against the expansion proposal.

Instead, this plan suggests that the caravan park consolidate holiday accommodation through the use of two storey accommodation facilities at the eastern edge of the site and ongoing redevelopment of transportable accommodation on the western edge.

Transportable accommodation on the western edge is currently being proposed by the operator.

Further, it is suggested that additional revegetation of the dunes and closure of some paths in front of the caravan park be progressed, in line with Actions HE1 & HE2 (paths), HE4 (fencing) and HE6 (planting).

Any redevelopment of the caravan park should be done considering access and exit arrangements to the south (Action PS8) and new paths and planting. This can be done over time, as progressive upgrades and improvements are made, enabling investment decisions to be made in a planned and managed way over time.

Some consideration of paths east-west through the caravan park has also been included in the plan, to encourage permeability.

5.4.3 Relocating infrastructure that will be impacted by coastal hazards

The jetty and swimming enclosure are highly valued but will both need replacement over the time frame of this plan due to coastal hazards and sea level rise, each of which requires an extension landwards. In addition, the swimming enclosure requires regular maintenance and replacement which will occur during the life time of this plan.

Coogee Beach Jetty

Upgrades to jetty access are likely to be required in response to sea level rise. This will impact the tie-in location of the existing jetty and may also include loss of sand underneath the jetty leading to safety concerns.

The jetty should continue to be monitored and upgrades undertaken as needed.

In addition, the SLSC would also like to see improved accessibility beyond the jetty to the swimming enclosure for patrol purposes, which may be a benefit of any jetty upgrades.

Swimming Enclosure

The Master Plan recommends retention and maintenance/replacement of the swimming enclosure as needed. It is noted that over the longer term, sea level rise may necessitate a change to the tie in locations on the beach. This should be considered by the provider at any period of maintenance and replacement.

Beach Access Paths

Beach access paths may need to be realigned in future years as a safety measure to protect against the dominant southwest breeze, to reduce sand movement and blow-out onto park/car park areas and other infrastructure.

The City should continue to monitor this into the future.

Table 7 Master Plan Responses for Responding to Coastal Hazards

	Action	Implications	Time
CH1	Signage and Wayfinding strategy	See Implications at HE5 and PS1. Include information markers showing possible future shoreline recession line and indicating actions the City will be taking over the next 30 years to plan responsibly.	S
CH2	Detailed design of new northern activity hub and prepare staging plan	See Implications at PS2. Should include detailed staging and analysis of costs for each stage. May require detailed design of a facility to consider long term coastal hazards and grant funding to deliver.	S
CH3	Asset renewal plan for car park north of Powell Road	Design to consider bus parking and ACROD bays in context of other changes in the foreshore. Changes to the existing car park to occur as assets are being maintained or renewed. Any modifications should provide a new coastal path. See also Implications at HE9	S-M
CH4	Plan for long term relocation of SLSC	Prepare a detailed plan for the relocation of the SLSC and reflect actions taken regarding revegetation, caravan park southern access point and landscape improvements undertaken. See also Implications at HE6, HE9, PS6 and PS8.	M
CH5	Long term consolidation of caravan park and retreat from coast	Continue to manage lease arrangement to deliver retreat planning of the caravan park. See also Implications at HE1, HE2, HE4, HE6 and PS8.	S-M
CH6	Upgrades to Coogee Beach Jetty	Monitor coastal erosion with regard to impacts to jetty access/jetty structure tie-ins. Any upgrades should deliver improved functionality for the SLSC.	M
CH7	Maintain Swimming Enclosure	Maintenance/replacement of the swimming enclosure as needed. Monitor need for landward extension of tie-in locations on beach and liaise with provider for relocation as erosion moves coast landward.	M
CH8	Relocate SLSC	Relocate the SLSC and consolidate parking in the southern activity area, subject to CHRMAP.	L

CH = Responding to Coastal Hazards

S = Short Term (0-10yrs) M = Medium Term (10-25 yrs) L = Long term (25-50 yrs) O = Ongoing/as required

5.5 Prioritise People

As a location identified for low-key family friendly activities, the priority of ‘people’ is a fundamental design approach. This section describes the approach to prioritising people (Section 5.5.1 to Section 5.5.6).

Table 8 provides a summary of the actions and implications including funding, resources and multi-action synergies.

5.5.1 All user accessibility focus

The community clearly value the accessibility of the foreshore for all users. The Master Plan proposes a number of measures to ensure accessibility for all, many elements of which have been presented already. These include:

- Inclusion of a ‘Changing Places’ facility - a facility provided under the auspices of a national organisation to enable safe changing facilities for people with a disability. A Changing Places facility can be provided either in a temporary transportable format or in a more permanent structure but must be registered with the organisation (<https://changingplaces.org.au/>).
- Increased provision of ACROD parking, especially close to major activity nodes.
- Improved disability compliant access to the beach and into the water through the inclusion of suitable paths and a wheelchair storage facility (within the northern activity hub).
- Opportunity for all abilities playground equipment.

- Improved formalised coastal paths for all abilities movement through the study area where paths are not currently provided (in the northern car park and in the central area between the caravan park and the dunes).
- Better wayfinding signage providing the location of accessibility features in the foreshore and best points of access for users with limited mobility.

All new development will also need to be disability access compliant. The new northern hub in particular will provide an easy-to-navigate central location for all users needs, and enhanced parking will ensure ACROD users are prioritised and are located immediately adjacent to their destination (no road crossing).

5.5.2 Considering how people can safely cross Cockburn Road

Cockburn Road is busy and harsh for users, with very little amenity, especially in the large vacant eastern road verge which is set aside for widening. This can be improved considerably in both the short and long term.

The recently completed signalised pedestrian crossing near Coogee Common will need to be monitored to determine effectiveness, however, it is expected to substantially improve the journey to the foreshore for some users. Those coming from further south are likely to continue crossing Cockburn Road at unsafe locations and it is recommended that additional refuge islands be installed on Cockburn Road at key crossing points.

New medians should be located at places currently observed as desire lines by informal tracks and bus stop locations, and will contribute to a welcoming arrival experience. It would be ideal if these refuge points have canopy coverage, noting that this requires ongoing liaison with Main Roads WA (MRWA) as the operator and manager of the road and MRWA does not support trees in their road reservation without the presence of a tree removal strategy in case of widening requirements.

This is consistent with past traffic studies that suggest establishment of a median on Cockburn Road by 2031 to accommodate right turn movements at both Powell Road and Beach Road in accordance with MRWA long term plans, and MRWA's own long term plan providing for significant upgrades.

Over the long term it is highly desirable to reconsider the type of road environment that exists. Based on the number of vehicles per day (between 10-19,000), and the high use of the foreshore area, it is recommended that the design of Cockburn Road be fully re imagined as an urban road environment - an important place with access (movement) functions subservient rather than a road with people as second.

This plan recommends adopting a road design in the long term that is suited to approximately 15-20,000 vehicles per day. Examples can be seen in Hampton Road, South Fremantle and Guildford Road in Guildford - both roads that carry greater numbers of vehicles in an urban context.

Figure 37 illustrates a proposed concept for a re-imagined Cockburn Road.

It shows a separated carriageway with space for trees in the centre and on both verges. Tree planting assumed that widening is unlikely in the future. Notwithstanding, in the short term, trees should only be planted outside of the current road widening plan alignment.

A shoulder/buffer is shown on each side separating a dedicated bicycle lane, and separate pedestrian paths. The cross section could also be reduced by four metres if the bicycle network is retained within the foreshore as is currently provided. The central median width will allow for turning pockets.

The Department of Transport's (DoT) Long Term Cycle Network identifies a primary route through the Master Plan area and a local route in the southern portion. The City should continue to work with the DoT to finalise the location and to implement the plan.

Whilst wider than the current road carriageway, the amenity improvements would be exceptional for facilitating east west connections to neighbouring locations. Bus stops in the location would be much more attractive, and the walking and bicycling journey would be pleasant.

There is an opportunity to investigate future signalised crossings at key connections (from the eastern car park, north of Poore Grove) and intersections (Amity Boulevard and Cockburn Road).

In general, pedestrian and cyclist networks and infrastructure should be intuitive and clearly identified with wayfinding.

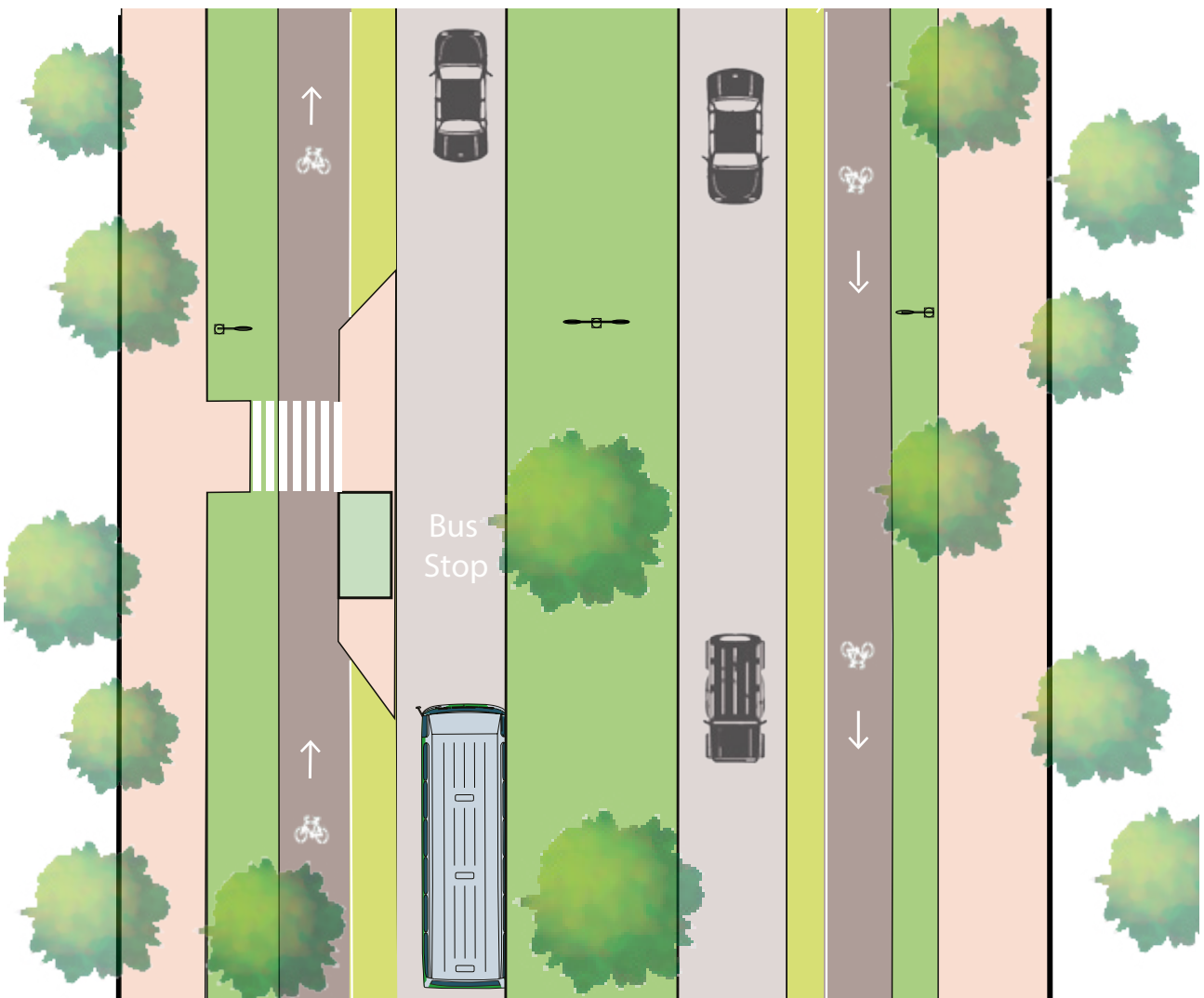
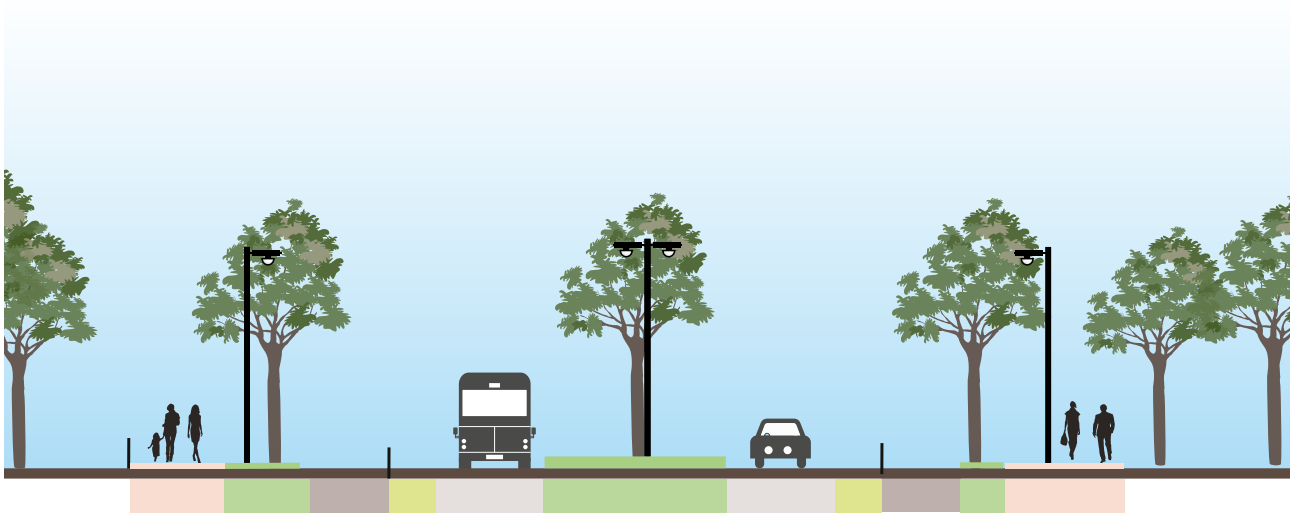


Figure 37 Conceptual urban street treatment for Cockburn Road (modified Integrator Arterial B, Liveable Neighbourhoods Draft 2015, DPLH)

5.5.3 Relocating bus stops to better integrate with the site

As indicated in 5.5.2, bus stops require substantial improvement to increase amenity and encourage better usage. The current stop locations provide little attraction to users due to their locations, which appear to be at an unnecessary distances from foreshore attractions (the northern and southern hubs).

Bus stops on both sides should be relocated as recommended in the Master Plan. In addition, shelter and linking paths should be adequately provided. The City should also advocate for improved bus frequency for the weekend peak.

5.5.4 Facilitating north-to-south movement through the site

North south movement through the site is currently poorly signed and pathways either end abruptly or direct users away from the coast.

Improved connections have been recommended as part of Actions HE9, CH2, CH3, CH4, CH5, CH6, and in this section. These include specific new coastal paths that are located nearer the coast but still setback to provide room for coastal hazards, and better access to the beach at the jetty.

North south movement is also encouraged through improvements suggested to access in the caravan park for those users, with a southern access point and general improvements recommended in Actions HE8, PS5, PS8 and CH5. In addition, minor east-west connection improvements within the foreshore are also proposed.

5.5.5 Better linking with the surrounding streets

To help neighbouring residents comfortably walk or ride to the site, the Master Plan recommends links be enhanced to Coogee Common and more formal links be developed to address the kilns, Coogee Community Hall and Len McTaggart Park.

New or enhanced paths should be planted to provided long term canopy cover for shade. Particular pathway linkages to the Coogee Community Hall will also provide additional accessibility for parking.

5.5.6 Improving Safety and Security

A substantial amount of feedback was provided from the community that the area tends to feel unsafe, particularly at night. The Master Plan suggests a number of approaches.

Improved activation

Several people noted that some safety concerns relate to apparently 'bored' young people. The plan suggests stronger links to recreation functions such as those found at Len McTaggart Park, with a recommendation to fully develop the existing part-court basketball facility. This upgraded facility could be enhanced by the inclusion of other recreation facilities such as a climbing wall or pump track.

Further investigation into the demand for recreation facilities should be undertaken, noting also that the plan proposes removal of the tennis courts which are underutilised, and these may be better located in multi-function courts on Len McTaggart park.

The area should be kept well cleaned/maintained with ample access to bins (waste and recycling).

Improved design for crime prevention

All future landscape and building design should carefully avoid dark corners and areas with low visibility through. Paths should be designed to have long view lines and be well lit. Caravan park security is a challenge to be considered in ongoing redevelopment plans, although high unwelcoming fences should be avoided in the foreshore.

SLSC overflow carpark

The SLSC overflow car park is perceived as particularly dangerous at night, due to its enclosure with dense vegetation. The plan suggests providing a second point of vehicle access through the car park area from the southern end of the caravan park, essentially creating an improved traffic loop at the SLSC, and enhancing safety.

CCTV and lighting

CCTV and increased lighting is proposed throughout the foreshore area. Tree canopy should be well maintained and pruned to ensure light coverage and visibility over distances at pedestrian scale.

Table 8 Master Plan Responses for Prioritising People

	Action	Implications	Time
PP1	Provision of all accessibility features	Install Changing Places facility, increased ACROD parking, all-abilities beach and jetty access, play equipment, coastal paths and wayfinding signage to provide accessibility information.	S
PP2	Provide median crossing points to Cockburn Road	Advocate for short term median crossing points for pedestrians at key crossing points to increase safety and reduce the risk of pedestrian accidents.	S
PP3	Bus stop improvements	Work with the Public Transport Authority (PTA) to agree to improved bus stop location and to provide improved amenity for all bus stops in the study area.	S
PP4	Develop a program for establishing new path connections	Implement new north south path connections and improve caravan park connections. Develop improved path connections to neighbouring areas. See also Implications at HE6, HE8, HE9, PS5, PS6, PS8, CH2, CH3, CH4, CH5, CH6,	S-M
PP5	Review local recreation facilities	Undertake a community facility assessment to determine what additional recreation may be suitable for the Coogee Beach area (including Len McTaggart Park)	S
PP6	Ensure future design considers safety and security	Review future planning from a safety and security perspective. Ensure foreshore planting is well managed and security technology is well maintained.	O
PP7	Advocate for urban street typology on Cockburn Road	Advocate to MRWA to upgrade Cockburn Road as a more urban environment for pedestrian safety and community amenity. Prepare concepts for upgrade.	S-L

PP = Prioritising People

S = Short Term (0-10yrs) M = Medium Term (10-25 yrs) L = Long term (25-50 yrs) O = Ongoing/as required

5.6 Reduce the Impact of Traffic

The circulation of vehicles in and around the foreshore area creates repeated conflicts for the community. A number of approaches to improve this have been proposed in earlier sections of this chapter. This section generally confirms those previously identified actions.

However, this section also discusses the more strategic approach to long term access arrangements into the foreshore area. The approach to reducing the impact of traffic is described in (Section 5.6.1 to Section 5.6.5).

Table 9 provides a summary of the actions and implications including funding, resources and multi-action synergies.

5.6.1 Cockburn Road Access

Access into the foreshore from Cockburn is currently at technically acceptable levels, notwithstanding that the community would prefer easier turning movements out of the foreshore and less conflicts upon entry.

MRWA has an existing concept design which is a complex upgrade with t-intersections at Powell Road (slightly north of the existing) and Beach Road (signalised), and a four way signalised intersection at Amity Boulevard, from which an access road runs along the boundary of the caravan park lease heading north to join Powell Road (see *Figure 38*).

It is not clear whether there is any merit in the long access leg along the edge of the caravan park, or in the plan more generally.

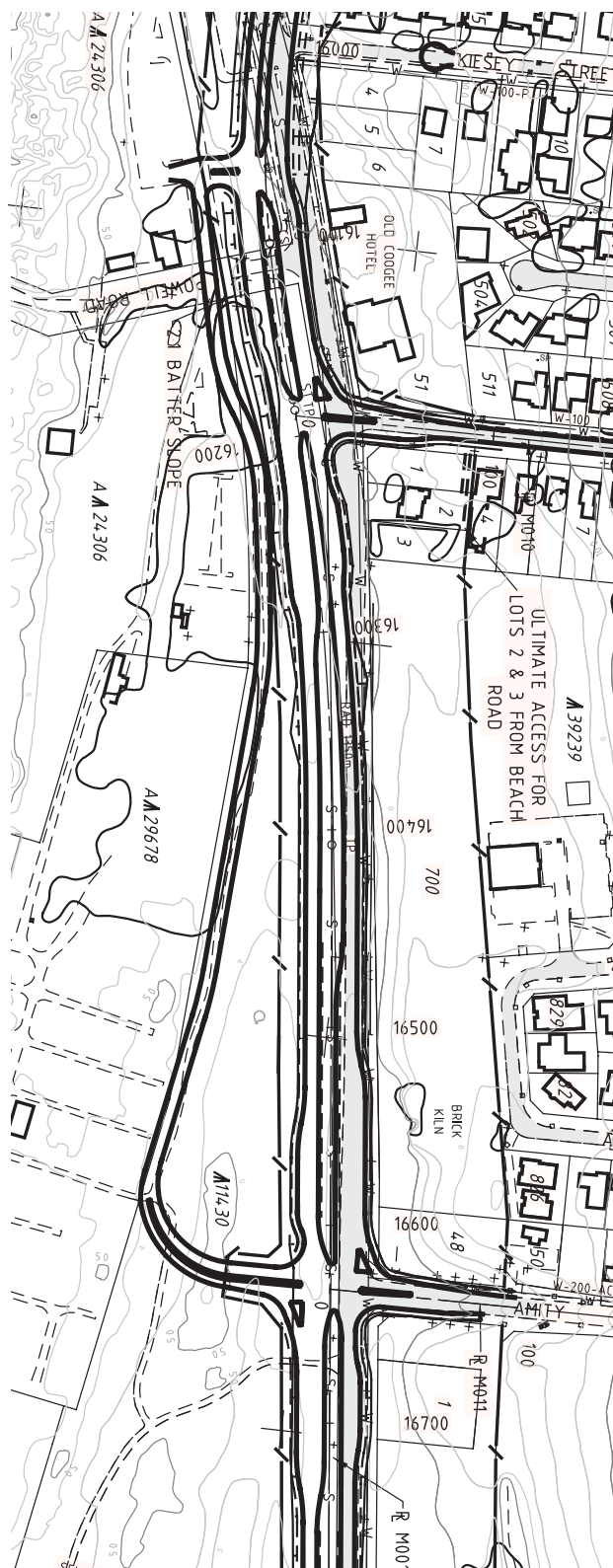


Figure 38 MRWA Carriageway Pattern Plan

The plan was designed in 1997 and authorised in 1999. It is almost certain to be out of date and not considered in the context of the current regional road network. Notwithstanding, MRWA advice is that the design is valid.

No change to access is required to achieve foreshore outcomes in the short to medium term. However, longer term planning would preference less infrastructure in the foreshore given the ever decreasing land available for foreshore functions. The MRWA plan also proposes the clearing of substantial vegetation, which is contradictory to the overall approach for the foreshore area.

The Master Plan does not need to resolve the long term design requirements of MRWA in the context of their higher level strategic road planning role. As such the plan adopts the MRWA planned interfaces, with the following comments:

- Short term safety improvements can still be effected in the context of the MRWA plan (e.g median refuge islands).
- The Master Plan preferred approach would be to provide a single access point via a four way intersection with Beach Road. If signalised, this intersection would provide all necessary access functions into the northern precinct and remove excessive infrastructure at Powell Road, at Amity Boulevard, running north south, and will reduce clearing of high quality native vegetation.

- The short term redevelopment plans for the foreshore do not need to impinge on the MRWA preferred carriageway design location and can avoid the Primary Regional Road Reserve to achieve the most suitable design in the short term.
- It is anticipated that the MRWA plan will be significantly refined over the coming 10-25 years. It would be financially irresponsible for the City to undertake traffic studies and investigations to redesign Cockburn Road and achieve approval from MRWA, when it is highly likely MRWA will need to review the plan within the critical timeframe.
- It is anticipated due to vehicle movement trends on Cockburn Road and the future Outer Harbour port project, that a future road design for Cockburn Road will be substantially reduced in scale and complexity. Access from the existing Powell Road point or a four way intersection at Beach Road can both be accommodated in the proposed Master Plan.
- Ongoing reviews of the Master Plan will revisit the matter of access design on Cockburn Road; in the short term the City will advocate for a four-way intersection at Beach Road as the most beneficial overall option.

An access design concept for the preferred four way Beach Road intersection design is provided in Part One to illustrate how this option could be facilitated.

5.6.2 Consolidate Parking

Previous sections describe the proposed intent and justification for upgrades and consolidation of parking throughout the foreshore.

Northern Consolidation

There are 331 formal bays and approximate capacity for a further 28-33 vehicles in the northern foreshore area. Proposed consolidation within the foreshore should result in a neutral parking supply in the short to medium term.

However, once the car park north of Powell Road is fully closed, it is expected that there will be approximately 100 bays less in this area. This loss of car parking can be offset over time with use of the foreshore event space for overflow parking, more active management including timed bays in the foreshore and the planned formalised parking east of Cockburn Road. Ordinary weekend days outside of summer will have adequate supply.

The transport study identifies capacity for more than 350 parking bays in proximity to the jetty on the eastern verge of Cockburn Road and via verge side parking.

Modifications to pedestrian crossings, and formalisation of the area (linemarking etc) should make these bays more accessible.

Southern Consolidation

There are 283 formal bays and an approximate capacity of a further 40-47 bays in the southern foreshore area near the SLSC. Whilst no change is proposed in the short term, long term redevelopment of the SLSC will reduce capacity slightly.

Planning for any potential redevelopment should consider how to integrate parking, for example, by providing undercroft parking in the design which would double as a coastal hazard management measure for occasional coastal inundation events.

The loss of any car parking in the vicinity of the SLSC may seem untenable at the current time, however, there is adequate time available to plan for better management of fixed and overflow parking for peak days.

The transport study identifies more than 480 overflow parking bays in proximity to the SLSC on the eastern verge of Cockburn Road and via verge side parking. Modifications to pedestrian crossings should make these bays more accessible and event parking for large surf club events could be managed more formally.

Eastern Area Parking

There is space for between 830 and 1,000 additional parking bays on road verges and in reserved land, particularly the nearly 50 metre wide road widening reserve on the eastern side of Cockburn Road.

Due to the changed demands on the regional network, and as noted previously, it is not anticipated that substantial widening of Cockburn Road will be necessary in the future. This has been confirmed by MRWA.

Given the pressures of retreat on the foreshore, it is logical to consider the area east of Cockburn Road as part of the foreshore environment, and a suitable location to formalise car parking.

In order to utilise the area productively, the Master Plan recommends that the northern road widening area (between Beach Road and Amity Boulevard) is used for permanent parking.

It is recommended that this parking area be afforded substantial amenity, including:

- Planting of trees along the edge of Cockburn Road and within the Cockburn Road east reservation at locations that will be appropriate for the future formal parking design.
- Immediate term introduction of bollards along the edge of Cockburn Road to stop vehicles crossing into the verge in an uncontrolled manner, which could be completed in a treated pine to match the similar low-key style on the western side of Cockburn Road.
- Provision of a formal pedestrian access way through the eastern Road Reserve to Len McTaggart Park and the Coogee Community Hall to connect with formal parking in that location.

Planting recommendations acknowledge that MRWA has specific requirements for the types of trees in their road reservation, which will need to be considered.

To ensure there is not an oversupply parking provided, the development of the eastern car parks should be staged to correspond with the closure of the foreshore car parks

To alleviate community concerns associated with increased traffic congestion in nearby residential streets, timed parking can be investigated and access arrangements to the parking areas can be planned to reduce disruption on local roads.

Development of the car park will be subject to an amendment to the MRS to remove the Primary Regional Road Reserve. Detailed design of Cockburn Road will be required to support the MRS amendment. Access locations will also be subject to detailed design and agreement with MRWA.

Further consideration of formalised car parking in the existing road widening area south of Amity Boulevard can also be considered in the longer term, and may be suitable when considering the long term changes in the SLSC location.

Behaviour change

Behaviour change will be encouraged by this plan through significant improvements to public transport, walking and bicycling infrastructure. The City is further encouraged to advocate for broader community adoption of active and public transport through whole-of local Government behaviour change programs and incentives.

5.6.3 Improve public transport, walking and bicycling

Substantial improvements for walking and bicycling as well as public transport infrastructure upgrades are already recommended by this Master Plan through a variety of Actions. Implementation of those Actions will vastly improve permeability and accessibility for all users.

The installation of bicycle parking is an immediate action, with the near absence of bicycle parking apparent in the foreshore by bikes chained to fences and light poles.

In addition, this plan recommends the siting of many paths in such a way as conflicts with road traffic do not occur. The principal bicycle path cannot be completely separated from road traffic, however, it is recommended that extensive introduction of wombat crossing treatments to slow traffic be installed at key locations. Zebra crossings are also recommended for high pedestrian volume areas.

The City should also advocate for increased public transport services for the weekend peak.

5.6.4 Design multi-purpose spaces

All car park spaces in the foreshore should be considered as multi-purpose spaces and provided with infrastructure accordingly, including the ability for pop-up vendors to connect to power (and potentially water).

Parking areas should be easy to close off with safety barriers during event periods if required (e.g. Hostile vehicle management).

5.6.5 Relocating caravan movement to the south

As previously noted, in the long term it is recommended that caravan park access be located at the southern end of the caravan park, to remove conflicts in the heavily constrained and narrowing northern activity hub. This may not be required during the life of this plan, but should inform ongoing redevelopment of the caravan park.

Table 9 Master Plan Responses for Reducing the Impact of Traffic

	Action	Implications	Time
IT1	Avoid Cockburn Road alignment	Ensure future road modifications do not impinge on the MRWA Cockburn Road design.	O
IT2	Consolidate parking	Consolidate parking throughout. See Implications at CH2 and CH3.	S-L
IT3	Convert overflow to permanent parking areas	Manage overflow parking areas immediately and transition to formalised, managed parking in the short-medium term	S
IT4	Introduce safe crossing zones	Introduce safe crossing points during upgrades to internal road network including wombat crossings for bicycle paths and zebra crossing for pedestrian areas.	S-L
IT5	Road landscape improvements	Introduce features in the eastern road reserve of Cockburn Road including tree planting, bollards and a new pedestrian path. Prepare a Tree Removal Strategy to meet MRWA requirements.	S
IT6	Increase public transport services	Advocate for increased public transport services on weekend peak days. Liaise with PTA. See also Implications at PP3.	S-M
IT7	Signage and Wayfinding	See Implications at CH1, HE5 and PS1. Include signage for better parking management (automatic displays).	S
IT8	New path connections	See Implications at HE6, HE8, HE9, PS5, PS6, PS8, CH2, CH3, CH4, CH5, CH6 and PP4.	S-M
IT9	Southern caravan park access	Plan for long term reorientation of the caravan park. See Implications at PS8.	S
IT10	Overflow Parking	Manage overflow parking areas and consider formalised parking in the longer term	L

IT = Reducing the Impact of Traffic

S = Short Term (0-10yrs) M = Medium Term (10-25 yrs) L = Long term (25-50 yrs) O = Ongoing/as required

5.7 A Local and Natural Sense of Place

All Actions recommended in this Master Plan are intended to embed the local sense of place, by enhancing the existing natural beauty of the foreshore and extending existing design features such as limestone walls and low-key fencing and bollards. This section describes some of specific actions proposed.

5.7.1 Preserve the leafy green, low - key nature of the foreshore

Planting should reflect existing on-site species and provide adequate canopy throughout. As there will be areas redeveloped on site in the future, it is recommended that the planting program begin to plant trees 'for the future'. This can be done in conjunction with the community via tree planting days.

During such events, the Master Plan should be displayed, further engaging the community in the long term planning of the foreshore, illustrating the City's long term commitment to the foreshore and showing the level of forward thinking.

Planting should be undertaken with recognition of safety and security needs of the site and should also only include species suited to a coastal environment.

5.7.2 Upgrade nearby attractions

Connections to the kilns, Coogee Common and Len McTaggart Park and the Coogee Community Hall are proposed as part of this Master Plan.

As part of this approach it is also recommended that the City upgrade the offer at the Kilns and at Len McTaggart Park, celebrating the broader history and community of the area. Funding may be available for some interpretive elements at the kilns, as well as recreation based funding for any upgrades to Len McTaggart Park. A separate strategy for these two locations is recommended.

Table 10 Master Plan Responses for retaining the Local and Natural Sense of Place

	Action	Implications	Time
SP1	Increased planting	Begin the long term planting program for the foreshore, in advance of clearing other trees and encourage canopy coverage and protect the foreshore from coastal hazards. See Implications at HE6.	S-M
SP2	Upgrade kilns area	Seek funding to prepare and plan for interpretive use of the kilns as part of the foreshore activation. Seek heritage grants.	S-M
SP3	Upgrade Len McTaggart Park	Review recreation needs in the Coogee area and increase recreation facilities in Len McTaggart accordingly. Seek recreation grants. Maintain Coogee Community Hall.	M-L

SP = Local and Natural Sense of Place

S = Short Term (0-10yrs) M = Medium Term (10-25 yrs) L = Long term (25-50 yrs) O = Ongoing/as required

6 STAGING PLAN AND COST OF DELIVERY



6 Staging Plan and Cost of Delivery

6.1 Staging

The Master Plan describes a first major stage of development activity, followed by a substantial period of planning and design and then a final stage of delivering on long term development. These stages can largely be described as:

- Stage 1 - Design and redevelopment (by approximately 2030/2035 as funding becomes available) of the:
 - Northern activity hub;
 - Design and delivery of the new Beach Road/Cockburn Road intersection and closure of Powell Road;
 - Secondary (southern) access to the Caravan Park;
 - Improved SLSC amenity;
 - Improved bus stop locations;
 - Improved pedestrian accessibility throughout;
 - Permanent parking area on the east of Cockburn Road;
 - Various signage and wayfinding improvements; and
 - Revegetation of the dunes and foreshore area.
- Stage 2 - Design and planning for longer term redevelopment including:
 - Investment decisions for the location of the SLSC;
 - Upgrades to Cockburn Road as an urban corridor;
 - Kilns heritage areas; and
 - Ongoing revegetation of the dunes and foreshore area.
- Stage 3 - Development (by 2050 or sooner as funding becomes available) of:
 - Removal of the northern car park;
 - Relocated northern car park assets outside of hazard zone;
 - Relocated caravan park assets outside of hazard zone;
 - New southern activity hub (either relocated SLSC or protected/enhanced SLSC);
 - Ongoing asset management; and
 - Ongoing revegetation of the dunes and foreshore area.

Part One of this draft Master Plan details the layers of staging over the initial 10 years and then beyond to 25, conceiving all actions in the context of being delivered without impacting any current enjoyment other than minor construction impacts.

To achieve development with limited disruption, all development can be focussed on the cooler months and weekdays, where visitation is already lower, limiting even that impact.

For the purposes of this staging discussion, more detail is provided for the Stage 1 works which are quite imminent and don't rely on other external factors. Section 5.4.2 and *Figure 29 to Figure 34* describes the major moves required to achieve the vision without impacting current activities whilst providing substantial additional benefit.

6.2 Cost of Delivery

In a similar way to the staging plan, the opinion of probable costs (OPC) for delivering the Master Plan includes detail for Stage 1 works.

Beyond the initial 0-10 year period, costs are unlikely to remain accurate, with changes in technology, construction methods, cost of construction and cost escalation all a factor in how to price any development beyond the immediate timeframe. A 10% design contingency and a 20% construction contingency is additional, although current construction uplift factors should be noted.

Table 11 describes the projects included in costing Stage 1 of the Master Plan, including a brief description, quantities and rates. There is also a brief comment included regarding potential funding partners for projects, as it is well recognised that the City will require some supporting funding in order to achieve the outcomes.

In total, the OPC estimates that funding of some \$23 - 24 million will be required to achieve the foreshore upgrades described in the short term.

Funding may be sourced from established grant systems such as Lotterywest, Heritage and Disability access grants, or Government grants such as active transport grants, coastal adaptation grants and other Government partnerships or political commitments.

Given the extent to which the Coogee Beach foreshore provides a Metropolitan wide foreshore experience, a broader Government investment is relevant in this case.

It is also recognised that some of the funding will need to be sourced from the City's own budgets, through rates and charges.

It is estimated that some \$10-12 million of upgrades would meet the requirements of external funding sources, subject to selection processes and matched funding amounts.

Note:

The costs included herein are an opinion of probable costs only and are based on a high level master plan. This document is NOT to be read in lieu of a Bill of Quantities and as such all nominated quantities, dimensions, areas, rates, inclusions and costs should be verified by a certified Quantity Surveyor upon detailed design.

This costing does not allow for cost escalation and is valid for 3 months from date of issue.

Project Associated Fees / Signage & Wayfinding / Water truck watering and establishment / Stormwater management / Hydraulic Services & Elements / Art Integration & Associated Landscape design fees / Engineering / Insurances / All Other Works Not Otherwise Nominated.

Table 11 Opinion of Probable Cost

Item	Description	Quantity	Unit	Rate (\$)	Total (\$)	Potential Funding Options
1.0	Northern Activity Hub					
1.1	Café and public amenity building (including demolition and construction)	1	Item	3,000,000	3,000,000	Government Grants
1.2	General Landscape Improvements (turf, planting, furniture, lighting, paving)	1800	m²	750	1,350,000	
1.3	New playground area (play equipment, drainage and surfacing)	1	allow	300,000	300,000	
				Subtotal	4,650,000	
2.0	Changing Places Public Toilet					
2.1	Amenities building with Changing Places facilities	1	Item	400,000	400,000	Government Grants
2.2	General Landscape Improvements (turf, planting, lighting, minor paving)	300	m²	500	150,000	
				Subtotal	550,000	

Item	Description	Quantity	Unit	Rate (\$)	Total (\$)	Potential Funding Options
3.0	Realigned Access Road, Shared Path & Formalised Parking					
3.1	3m wide asphalt path with line marking (including base layers and making good of adjoining turf)	1000	m²	120	120,000	Government Grants
3.2	Minor amendments to existing path	1	allow	50,000	50,000	
3.3	Revised entry road - civil / services etc	1	allow	850,000	850,000	
3.4	Formalised Parking with Tree Planting	3250	m²	420	1,365.,000	
				Subtotal	2,385,000	
4.0	Coastal Promenade Path					
4.1	3m wide concrete path (including retaining, base layers and making good of adjoining landscape)	3060	m²	140	428,400	Government Grants
				Subtotal	428,400	
5.0	Beach Plaza					
5.1	Beach plaza (including feature paving, utilities and landscaping)	2100	m²	1,000	2,100,000	Government Grants
				Subtotal	2,100,000	
6.0	Multi Use Event Space					
6.1	Demolition of existing courts (retain base course)	1100	m²	30	33,000	Government Grants
6.2	Furniture and linemarking	1580	m²	50	79,000	
6.3	Event Space (including concrete paving, utilities, lighting and landscaping)	1580	m²	350	553,000	
				Subtotal	665,000	

Item	Description	Quantity	Unit	Rate (\$)	Total (\$)	Potential Funding Options
7.0	SLSC Landscape and Amenity Upgrade					
7.1	Landscape improvements to SLSC (turf, mass planting, tree planting, furniture, paving).	2150	m²	350	752,500	Government Grants, community partnership
				Subtotal	752,500	
8.0	Caravan Park New Southern Entry					
8.1	Service reallocations (allowance)	2080	m²	50	104,000	Government Grants, community partnership
8.2	Demolition and vegetation removal	2080	m²	100	208,000	
8.3	6m wide asphalt driveway entry (including base layers)	1250	m²	110	137,500	
8.4	Make good adjoining landscape	830	m²	75	62,250	
				Subtotal	511,750	
9.0	Formalised Car Park (east of Cockburn Road)					
9.1	Driveway crossing (concrete driveway crossing, drainage)	6	ea	6,000	36,000	Government Grants
9.2	Asphalt car park with kerbing and drainage (including paths base layers)	7,000	m²	420	2,940,000	
				Subtotal	2,976,000	
10.0	Noongar Cultural expression/yarning space					
10.1	Beach space (including feature paving, public art, utilities and landscaping)	420	m²	750	315,000	Government Grants
				Subtotal	315,000	

Item	Description	Quantity	Unit	Rate (\$)	Total (\$)	Potential Funding Options
11.0	Interpretive Signage					
11.1	Interpretative signage for heritage items	1	allow	50,000	50,000	Heritage Grants
				Subtotal	50,000	
12.0	Other Items					
12.1	Formalising goat track to Kiln site 1.5m wide concrete footpath (including base layers)	105	m²	120	12,600	Heritage Grants, Government Grants, Community Partnerships
12.2	New access paths	1850	m²	120	222,000	
12.3	Ecological revegetation areas	22500	m²	45	1,012,500	
12.4	Reconfigured DDA compliant beach access 2.5m wide ramped path with landings (assumed 1:21)	565	m²	150	84,750	
12.5	Expanded Basketball court	780	m²	300	234,000	
12.6	Vegetated WSUD area with tree planting	2500	m²	350	875,000	
12.7	Timber bollards along Poore Grove and Cockburn Road	620	ea	150	93,000	
12.8	General Public Realm Furniture (other than those listed above)	1	allow	100,000	100,000	
12.9	General Public Realm Lighting	1	allow	250,000	250,000	
12.10	Shelters and feature structures	10	allow	60,000	600,000	
				Subtotal	3,483,850	
13.0	Intersection Upgrades					
13.1	Beach Road Four Way intersection	1	allow	5,000,000	5,000,000	Government Grants
				Subtotal	5,000,000	
Total (excluding contingency, ex GST)					\$23,867,500	

In addition to the Stage 1 costs described in the OPC, it is relevant to consider the longer term funding obligations of the Master Plan, including the potentially significant investment in a new surf club facility.

Although subject to a more substantive discussion regarding the approach to either protect and defend the existing SLSC (given it is relatively new), or to retreat and give the coastline room to move naturally, it is worth considering other relevant case studies of surf clubs.

1. City Beach / City of Perth Surf Life Saving Club - \$20 million and completed in 2016.

This surf club redevelopment was a substantial investment in one of Perth's premier beach front destinations. It is a regionally significant beach of similar importance to Coogee Beach. The development was funded by the Town of Cambridge (\$15.5 million), the State Government's Community Sporting and Recreation Facilities Fund program, Lotterywest and the City of Perth Surf Life Saving Club.

2. Sorrento Surf Life Saving Club - \$14 million. Under construction - due to be complete by 2027.

The State Government has committed funding of \$8 million to the project,

and the Sorrento Surf Life Saving Club has committed \$1 million. The City of Joondalup will fund the remaining \$5 million.

3. Albany (Middleton Beach) Surf Life Saving Club - \$4.2 million. Under construction - due to be complete in early 2025.

The development was funded by the State Government's Community Sporting and Recreation Facilities Fund (\$2.8 million), Lotterywest, City of Albany and the Albany Surf Life Saving Club (cost updated since draft report).

These are examples only, but illustrate the variation in scale and cost that may result in a substantial redevelopment of the SLSC.

This should be compared to the costs that may be associated with seawalls, levies and general building maintenance that would be required to retain the existing SLSC in its current location, noting that protect and defend options may have flow-on impacts to other areas of the foreshore (for example, a sea wall may exacerbate erosion in adjoining sections of the coast).

A decision about the SLSC is likely to be subject to consideration in the City's CHRMAP, currently under review.

6.3 Funding Opportunities

There are a number of funding options that may be available to the City to support the redevelopment of parts or all of the foreshore. Note that most funding mechanisms require some sort of matched funding by the applicant.

This section describes some of the more relevant funding options available to the City (noting that grants and funding streams are subject to regular change).

6.3.1 Lotterywest

<https://www.lotterywest.wa.gov.au/grants/grant-opportunities>

Lotterywest utilises funding from the Western Australian government-owned lottery to deliver projects and initiatives that achieve outcomes for our communities.

Applications are open year round and applications should consider the Lotterywest Community Investment Framework. As can be seen in *Table 11* and illustrated in the case studies, Lotterywest is a significant funding opportunity.

6.3.2 Streets Alive

<https://streetsalive.org.au>

Streets Alive is community-led funding program delivered by the Town Team Movement, Main Roads WA and WALGA.

The program consists of \$5 million over 5 years and supports collaborative projects that improve the safety of WA local roads by making them more vibrant and people-friendly. Many of the Master Plan actions respond to improving safety.

6.3.3 Community Sporting and Recreation Facilities Fund

<https://www.dlgsc.wa.gov.au/funding/sport-and-recreation-funding/community-sporting-and-recreation-facilities-fund>

The Community Sporting and Recreation Facilities Fund (CSRFF) is managed by the Department of Local Government Sport and Cultural Industries for the development of sustainable infrastructure for sport and recreation across the State.

The purpose of the program is to provide Western Australian Government financial assistance to community groups and local government authorities to develop basic infrastructure for sport and recreation.

There is \$20 million available for allocation in the 2025/2026 funding round.

6.3.4 Outdoor Active Recreation Participation Grants Program

<https://www.dlgsc.wa.gov.au/funding/sport-and-recreation-funding/outdoor-active-recreation-program>

The Outdoor Active Recreation Participation Program is managed by the Department of Local Government Sport and Cultural Industries to provide financial support to organisations to deliver accessible outdoor active recreation opportunities to increase participation, develop life skills and support the transition along the participation spectrum.

Applications should be aligned with the *More People More Active Outdoors Framework*.

6.3.5 WA Bicycle Network Grants Program

<https://www.transport.wa.gov.au/activetransport/wa-bicycle-network-and-grants.asp>

The WA Bicycle Network (WABN) Grants Program is a State Government initiative that provides funding to local governments to deliver active transport infrastructure that supports more people to walk, wheel and ride as part of their everyday journeys.

The WABN Grants Program is administered by the Department of Transport and matches local government expenditure dollar-for-dollar (up to 50 per cent of the total project cost). Local governments apply for funding under the Program with application rounds open every one to two years, dependant on funding availability.

6.3.6 WALGA Urban Greening Grant Program

<https://walga.asn.au/policy-and-advocacy/our-policy-areas/environment/urban-forest/urban-greening-grant-program>

The Urban Greening Grant Program ran over three years to support additional tree and understorey planting for Local Governments located in the Boorloo (Perth) and Bindjareb (Peel) regions.

Funded by the Department of Water and Environmental Regulation (DWER) and delivered collaboratively with WALGA, the program aims to expand tree canopy and vegetative cover in high urban heat areas. Although the final round has now closed, it is possible this funding will be extended.

6.3.7 Information Linkages and Capacity Building (ILC) program

<https://www.dss.gov.au/disability-and-carers-programs-services-for-people-with-disability/information-linkages-and-capacity-building-ilc-program>

The ILC is a Federal program providing funding to organisations to deliver projects in the community that benefit all Australians with disability, their carers and families.

These projects create connections between people with disability and the communities they live in. Projects aim to build the knowledge, skills and confidence of people with disability, and improve their access to community and mainstream services.

6.3.8 Community and Commercial Partnerships

The redevelopment of the café, modifications to the caravan park and long term plans for the SLSC may be able to draw upon community or commercial based funding partnerships.

In particular, in the short term, the City's commercial leasing terms may allow for an operator to partner in funding the redevelopment of the café, which may reduce the cost implications for providing the additional serviced proposed in the northern activity hub.

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Appendices

Appendix A Coogee Beach Land Use Master Plan Engagement
Outcomes Summary Report (Shape Urban)

Appendix B Coogee Beach Land Use Master Plan Transport Report (Flyt)

Appendix A

Appendix A Coogee Beach Land Use Master Plan Engagement Outcomes Summary Report (Shape Urban)

Appendix B

Appendix B Coogee Beach Land Use Master Plan Transport Report and Sidra Analysis (Flyt)

Whadjuk Boodja
PO Box 1215, Bibra Lake DC WA 6965
9 Coleville Crescent, Spearwood WA 6163
T 08 9411 3444 | E customer@cockburn.wa.gov.au

www.cockburn.wa.gov.au



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