



City of Cockburn

# Coogee Beach Land Use Master Plan 2025-2035

## Part One The Master Plan





## 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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## Document Control

Coogee Beach Land Use Master Plan 2025-2035 - Part One The Master Plan

No.	Author	Reviewed By	Date	Purpose
1	K Yang	A Kelderman	11 October '24	Draft for internal review
2	K Yang	A Kelderman	02 November '24	Draft for Advertising
3	R Doohan	A Kelderman	28 March '25	Final for Council Decision
4	R Doohan	A Kelderman	16 May '25	Final

# Part One The Master Plan

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# 1 THE MASTER PLAN

# 1 The Master Plan

The Coogee Beach Land Use Masterplan is a coordinated approach to planning for a resilient and sustainable future that ensures continuous enjoyment for the people of Cockburn and beyond.

## 1.1 Purpose of the Master Plan

The Coogee Beach Land Use Master Plan sets a long term base for the future planning of Coogee Beach in the City of Cockburn. The vision and design principles within are derived from a series of background policy and strategy documents, and community and stakeholder consultations.

## 1.2 Vision for Coogee Beach

Coogee Beach will be a cherished destination that embodies a low-key, natural environment, celebrated for its unique character and recreational value. As a distinctive Regional Coastal Node with a memorable 'District' feel, it will offer a safe, accessible, and welcoming space for all ages and abilities.

The design will honour historical stories and integrate principles of connection, conservation, recreation, and relaxation, ensuring Coogee Beach remains a beloved local family destination with the flexibility to grow and improve over time.

The Master Plan vision for the 10 year horizon is shown in Figure 1. The Master Plan by 2050 is shown in Figure 2. A detailed basis for the design is described in Part Two of this Master Plan.

**Coogee Beach is a place designed and planned to deliver Regional coastal activities with a distinctive and memorable 'District' feel and character**

The six design principles upon which it is based are described in Section 1.5, which also locates the key actions under each principle spatially.

This document has been prepared with gratitude to the many members of the Cockburn community who have already been involved, and the vast array of policy, strategy and planning work undertaken by the City over many years, including coastal plans, park and landscape plans, movement plans, servicing and asset plans, current commercial relationships and leasing, important community infrastructure planning, and a number of environmental and sustainability strategies.

## 1.3 Coogee Beach Land Use Master Plan - 10 Year Horizon

### Short Term Actions (10 Year Plan)

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#### Key Existing Features (Retained)

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- ① Coogee Beach Jetty
  - ② Coogee Beach Caravan Park
  - ③ Coogee Beach Surf Life Saving Club (SLSC), Cafe, Car Park & Amenities
  - ④ Existing primary path retained (with minor amendments)
  - ⑤ Existing pedestrian crossing (retained, if still required)
- 

#### Proposed New Features

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- ⑥ New coastal path with low retaining wall where required
- ⑦ 'Changing Places' facility
- ⑧ Cafe (alfresco), public toilets and amenities, playground and plaza with event hardstand
- ⑨ Reconfigured Disability Discrimination Act 1992 (DDA) compliant Beach access
- ⑩ New Beach Road four way intersection
- ⑪ Multi-Use Event Space & Over-flow Parking
- ⑫ Noongar cultural expression /yarning space
- ⑬ Caravan Park New Southern Entrance / Access
- ⑭ Landscape treatment and amenity upgrades to SLSC
- ⑮ Development Potential (Commercial/Retail)
- ⑯ Managed informal parking for events, transitioning to formalised parking when funding is available
- ⑰ Better connections to the kiln sites
- ⑱ Tennis courts/basketball courts/multi-function sports

**LEGEND**  
2035 (10 year Scenario)

**General**

- - - - - Project Study Area
- - - - - External Areas of Influence
- - - - - Caravan Park Boundary

**Movement**

- Existing Roads & Vehicular Access
- Realigned or New Access Road
- New Beach Road Signalled Intersection
- Bus Stop and Bus Bay Relocated | Existing | Existing Removed
- Wombat (Pedestrian) Crossing Upgrade
- New or Upgraded Median Crossing Points (Cockburn Road)
- Cycle Lane on Road Shoulder
- Existing Shared Path
- Shared Path Removed (shown dashed)
- Existing Footpath
- New Footpath
- New Coastal Path (Promenade)
- Existing Beach Track
- Closed Beach Track (Revegetated)
- Accessible DDA Compliant Path

**Function & Use**

- Beach (receded)
- Swimming enclosure extended landwards when required for shoreline recession or normal replacement timeframe
- Turf (irrigated)
- Protected and Enhanced Ecological Areas (Dune, Scrub, Forest & Woodlands)
- Ecological Revegetation Areas
- Site Low Point
- Vegetated Swale (WSUD) with New Tree Plantings
- Potential Development Site
- Formalised Parking Retained | Proposed | DDA
- Multi-Use Event Space / Courts & Parking
- Informal Temporary Parking on Turf Road Reserve
- Plaza / Alfresco / Event Space
- New Building with Cafe, Toilets and Amenities
- Existing Buildings, Shelters, Toilets
- Multi-Use Courts (basketball, tennis, pickle/paddle ball)
- Kids Play Area
- Caravan Park (refer DA)
- Historic / Interpretive Elements

**Features / Elements**

- Noongar Cultural Expression / Yarning Circle
- Walling or Fencing to Dune Edge
- Bollards

**Function Icons**

- Toilets
- Accessible Car Bays
- Food / Dining
- Picnic Facilities / BBQ
- Way Finding & Interpretation
- Lighting
- Water Bubbler
- Play Space
- Pop-Up Beach Hire
- Bike Racks
- Car Park
- Recycling Station (Bin Enclosures)
- Lookout / High Point
- Pedestrian Crossing Point
- CCTV
- Outdoor Showers
- Changing Places Public Toilet
- Existing Trees Retained
- Proposed Feature & Structural Plantings (Trees)
- Existing Trees Removed



Figure 1 Coogee Beach Land Use Master Plan - 10 Year Horizon

## 1.4 Coogee Beach Land Use Master Plan 2050

### Medium Term Actions (25 Year Plan)

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#### Key Existing Features (Retained)

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- ① Coogee Beach Jetty
  - ② Coogee Beach Caravan Park
  - ③ New northern activity hub
  - ④ New coastal path with low retaining wall where required
  - ⑤ DDA compliant Beach access
  - ⑥ Caravan Park New Southern Entrance / Access
  - ⑦ Formalised parking
  - ⑧ Noongar cultural expression /yarning space
- 

#### Proposed New Features

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- ⑨ Car park removed and created as a new parkland area (emergency vehicle access remains)
- ⑩ Beach Road four way intersection (if not completed in earlier timeframe)
- ⑪ New parkland and events space, and overflow parking
- ⑫ Caravan park retreated
- ⑬ New foreshore path established
- ⑭ New loop road to improve circulation
- ⑮ Demolish and revegetate (\*if protect not suitable)
- ⑯ New surf life saving and community facility with parking, cafe and function centre (\*if protect not suitable)
- ⑰ Pedestrian crossing
- ⑱ Informal parking area
- ⑲ Intersection upgrade (subject to further investigation)

**LEGEND**

**2050 (25 year Beach Road Scenario)**

**General**

- Project Study Area
- External Areas of Influence
- Caravan Park Boundary

**Movement**

- Existing Roads & Vehicular Access
- Realigned or New Access Road
- Beach Road Signalled Intersection
- Bus Stop and Bus Bay Relocated | Existing | Existing Removed
- Wombat (Pedestrian) Crossing Upgrade
- New or Upgraded Median Crossing Points (Cockburn Road)
- Cycle Lane on Road Shoulder
- Existing & Retained Shared Path
- Shared Path New / Realigned
- Shared Path Removed (shown dashed)
- Existing Footpath
- New Footpath
- New Coastal Path (Promenade)
- Existing Beach Track
- Closed Beach Track (Revegetated)
- Accessible DDA Compliant Path
- Service & Emergency Vehicle Access

**Function & Use**

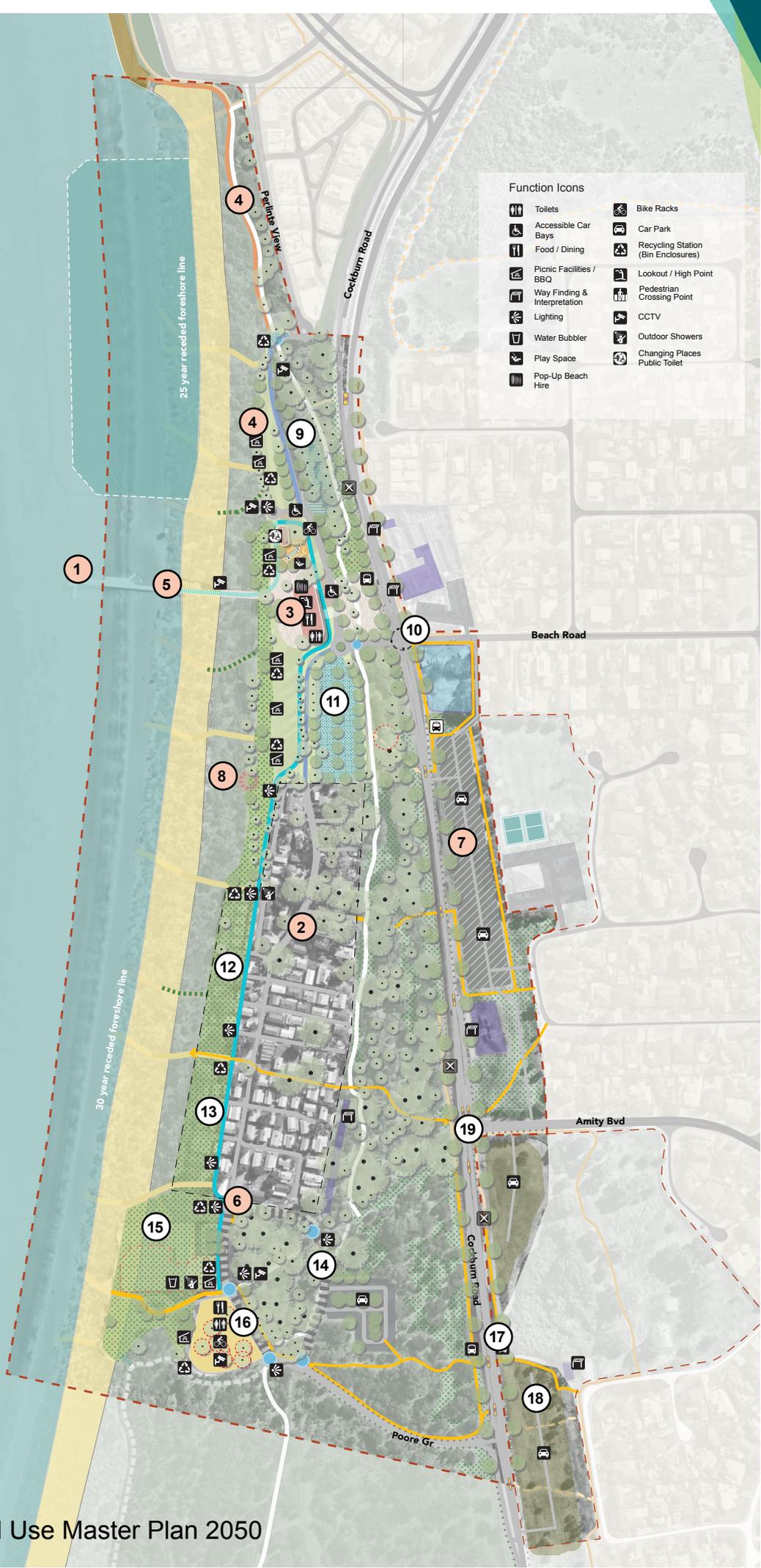
- Beach (receded)
- Swimming enclosure extended landwards when required for shoreline recession or normal replacement timeframe
- Turf (irrigated)
- Protected and Enhanced Ecological Areas (Dune, Scrub, Forest & Woodlands)
- Dune Expansion and Revegetation
- Ecological Revegetation Areas
- Site Low Point
- Vegetated Swale (WSUD) with New Tree Plantings
- Potential Development Site
- Formalised Parking Retained | Proposed | DDA
- Multi-Use Event Space / Courts & Parking
- Informal Temporary Parking on Turf Road Reserve
- Plaza /Alfresco / Event Space
- Building with Cafe, Toilets and Amenities
- Relocated Integrated Community Facility if Hard Protection Considered Unsuitable
- Multi-Use Courts (basketball, tennis, pickle/paddle ball)
- Kids Play Area
- Caravan Park (refer DA)
- Historic / Interpretive Elements

**Features / Elements**

- Noongar Cultural Expression / Yarning Circle
- Walling or Fencing to Dune Edge
- Coastal Protection Structure
- Bollards
- Existing Trees Retained
- Proposed Feature & Structural Plantings (Trees)
- Existing Trees Removed

**Function Icons**

- ♿ Toilets
- ♿ Accessible Car Bays
- 🍴 Food / Dining
- 🍷 Picnic Facilities / BBQ
- 🗺️ Way Finding & Interpretation
- 💡 Lighting
- 🚰 Water Bubblers
- 🎮 Play Space
- 🚰 Pop-Up Beach Hire
- 🚲 Bike Racks
- 🚗 Car Park
- ♻️ Recycling Station (Bin Enclosures)
- 🏖️ Lookout / High Point
- 🚶 Pedestrian Crossing Point
- 📹 CCTV
- 🚿 Outdoor Showers
- ♻️ Changing Places Public Toilet



**Figure 2 Coogee Beach Land Use Master Plan 2050**

## 1.5 Design Principles

The master plan approach recognises the role of Coogee Beach with the following six design principles.



### Encourage a Healthier Environment

The community's affection for Coogee Beach is closely tied to its beautiful natural surroundings, which give the area its unique character. While the foreshore is a popular spot, the dunal vegetation and scrub are just as much a part of Coogee Beach as the Norfolk pines and grassy areas.

To ensure that everyone can continue to enjoy this special place, improvements such as better drainage, increased vegetation and careful management of bushfire risk are important.



### Integrate Uses and Places of Significance

Coogee Beach is characterised by its rich history and a committed long-term community, which serve as the foundation for its distinct character.

Significant improvement is possible in the incorporation of links and wayfinding to further enrich and showcase its historical significance and community heritage, and link important places and assets to better showcase them.



### Respond to Coastal Hazards

Aligned with a set of strategies to enhance the natural environment's resilience in safeguarding the foreshore from coastal hazards, the Master Plan responds by proposing safe and gradual relocation of assets away from potential harm.

While most assets will naturally reach the end of their design life before being affected by coastal hazards, allowing for sustainable and cost-effective removal or relocation, there are specific assets that will necessitate careful and deliberate relocation.



### **Prioritise People**

Centred on prioritising the human experience, designing Coogee Beach as a location designated for low-key, family-friendly activities. The core design approach emphasizes ‘people’, ensuring that the environment fosters a sense of community, safety, and enjoyment for visitors of all ages.

This principle leads to design responses that support all-abilities access, a much improved interface with surrounding streets and neighbourhoods, and designing intentionally for safety and comfort.



### **Reduce the Impact of Traffic**

Staging long-term access arrangements to reduce traffic impact and address repeated conflicts arising from vehicle circulation in and around the foreshore area is a driver for some elements of the Master Plan.

This principle aligns with the goal of enhancing community well-being by improving overall traffic flow and minimising disruptions, creating better and safer paths, making it easier to get where you are going, and recognising the ebb and flow of the foreshore in summer and winter, weekday and weekend times.



### **A Local and Natural Sense of Place**

Aimed at preserving and enhancing the natural beauty of the foreshore, the Master Plan includes a series of actions which extend the current experience of the parkland environment and enhance it to support whole of ecosystem benefits.

This principle underpins the use of local and natural features, and complementing them through the use of rustic limestone walls, unobtrusive fencing, and well-placed bollards, to further enrich the local sense of place.



### 1.5.1 Encourage a Healthier Environment

- Rationalisation of assets and walking paths in the dunes
- Minimising disruption to existing local vegetation
  - Retention of Railway Reserve vegetation
- Responding to the needs for bushfire zone management
- Creating larger pockets of vegetation in the north

**HE1** Close Track 5

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**HE2** Close Track 10 during construction of new caravan park cabins.

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**HE3** Close Track 7 within 10 years

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**HE4** Dune edge fencing or low wall (land side and beach side)

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**HE5** Educational signage, wayfinding strategy and communication program in alignment with the broader Woodman Point area

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**HE6** Prepare a 10 year program of planting

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**HE7** Prepare a Bush Fire Management Plan for new buildings

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**HE8** Ensure caravan park has adequate emergency exit routes

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**HE9** Prepare a landscape plan for the long term relocation of the northern car park

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## 1.5.2 Integrate Uses and Places of Significance

- Creating a welcoming space
- Centralising key functions at gathering places
- Providing a regional level of foreshore amenity
- Link the caravan park and Surf Life Saving Club

**PS1** Prepare educational signage and wayfinding strategy



**PS2** Seek expressions of interest for a café operator and potential construction partner

**PS3** Introduce bicycle racks



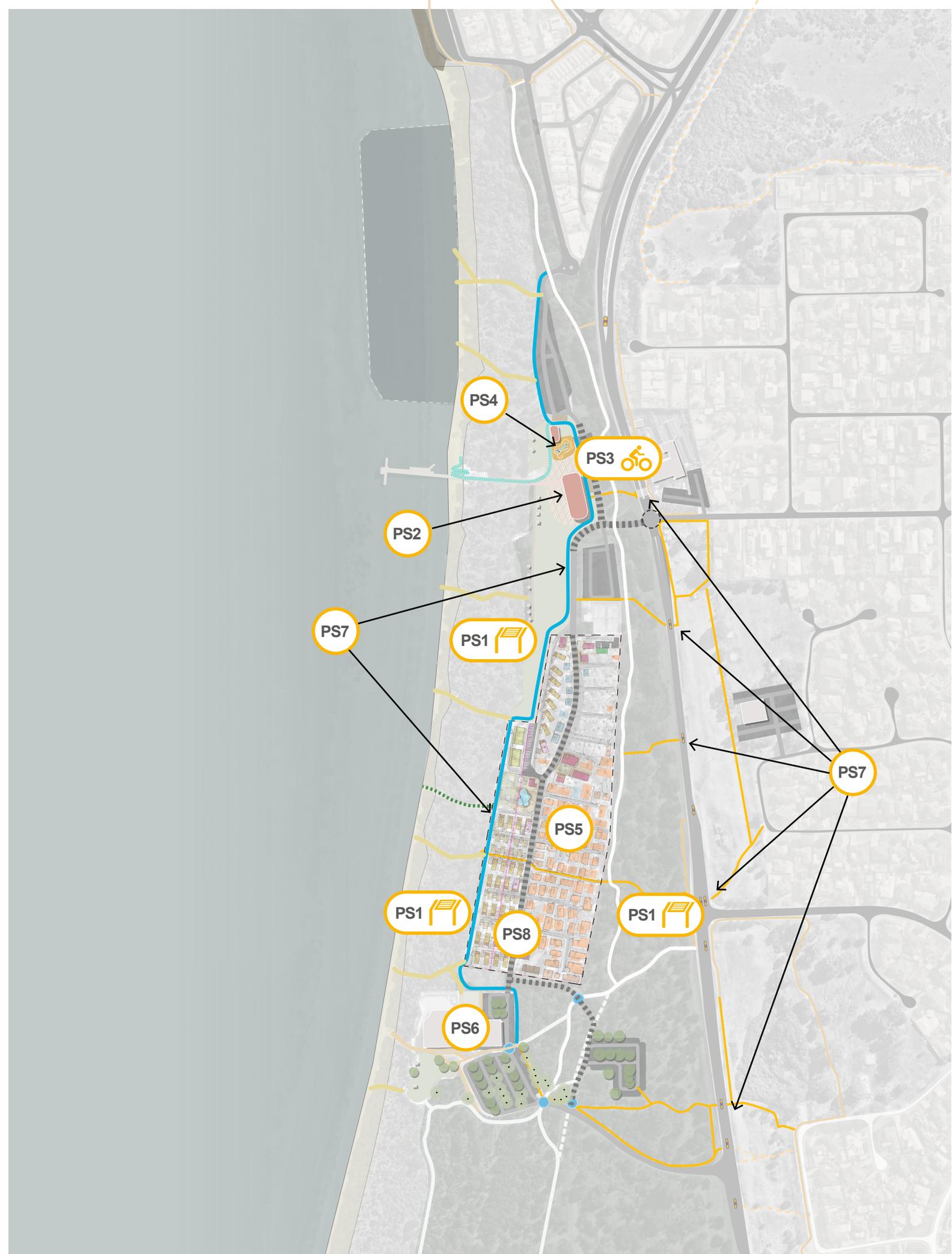
**PS4** Replace playground and recreation facilities at end of design life

**PS5** Encourage ongoing renewal of the caravan park

**PS6** Upgrade landscape surrounding the SLSC facility for improved amenity and wayfinding

**PS7** Improve pathways to nearby facilities

**PS8** Formalise the southern exit point at the caravan park and redevelopment of the park occurs





### 1.5.3 Respond to Coastal Hazards

- Upgrading infrastructure in a staged manner
- Using the opportunity to plan for best use and layout of the site
  - Northern Hub Redevelopment
  - Northern car park
  - SLSC and carpark
  - Caravan and Holiday Park consolidation
- Relocating infrastructure that will be impacted by coastal hazards
  - Coogee Beach Jetty
  - Swimming Enclosure

<b>CH1</b>	Signage and Wayfinding strategy	
<b>CH2</b>	Detailed design of new northern activity hub to consider long term coastal hazards, and prepare staging plan	
<b>CH3</b>	Asset renewal plan for car park north of Powell Road	
<b>CH4</b>	Plan for long term relocation of SLSC	
<b>CH5</b>	Long term consolidation of caravan park and retreat from coast	
<b>CH6</b>	Upgrades to Coogee Beach Jetty	
<b>CH7</b>	Maintain swimming enclosure and extend northern and southern boundaries landward as erosion moves coast landward	
<b>CH8</b>	Relocate SLSC (subject to recommendations of coastal hazard plans)	

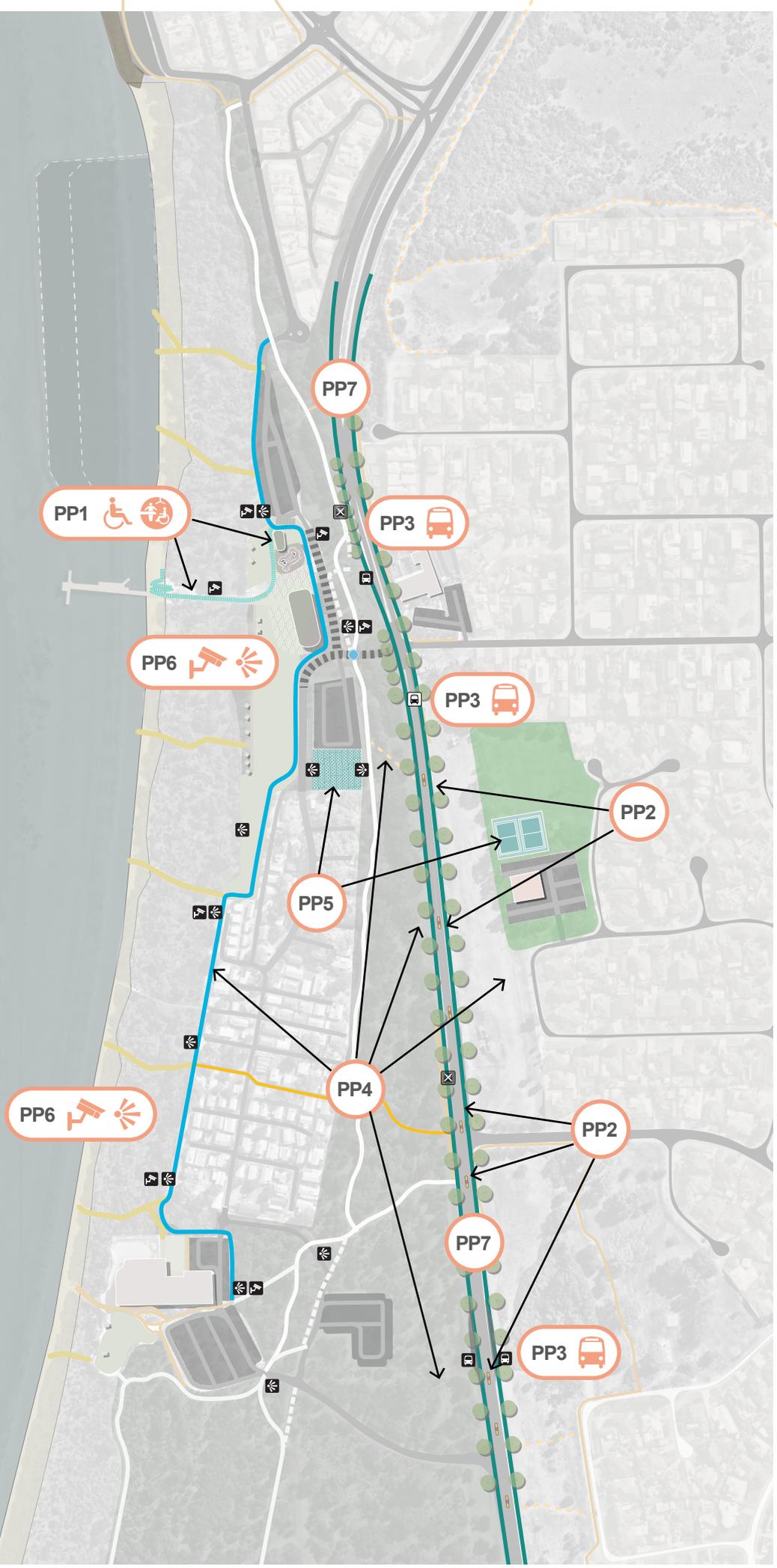




### 1.5.4 Prioritise People

- All user accessibility focus
- Considering how people can safely cross Cockburn Road
- Relocating bus stops to better integrate with the site
- Facilitating north-to-south movement through the site
- Better linking with the surrounding streets
- Improving Safety and Security
  - Improved activation
  - Improved design for crime prevention
  - SLSC overflow carpark
  - CCTV and lighting

<b>PP1</b>	Provision of all accessibility features	
<b>PP2</b>	Provide median crossing points to Cockburn Road	
<b>PP3</b>	Bus stop improvements	
<b>PP4</b>	Develop a program for establishing new path connections	
<b>PP5</b>	Review local recreation facilities and consolidate	
<b>PP6</b>	Ensure future design considers safety and security	
<b>PP7</b>	Advocate for urban street typology on Cockburn Road	

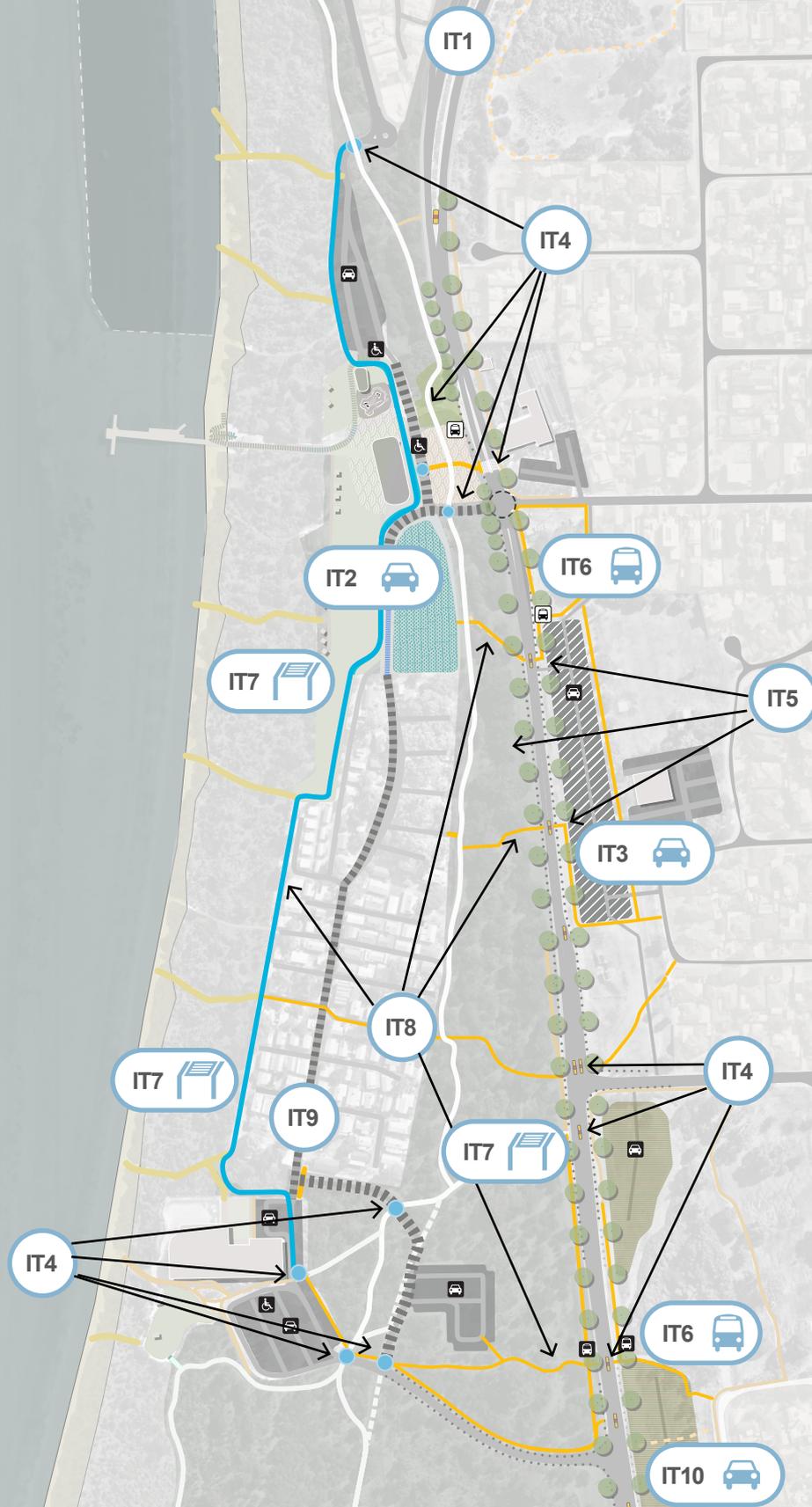




### 1.5.5 Reduce the Impact of Traffic

- Modified Cockburn Road corridor and access at Beach Road (signalised intersection)
- Consolidate Parking
  - Northern Consolidation
  - Southern Consolidation
  - Overflow Parking
  - Behaviour change
- Improve public transport, walking and bicycling
- Design multi-purpose spaces
- Relocating caravan movement to the south
- Consider timed parking in nearby residential streets

IT1	Progress Beach Road Four-way intersection, whilst avoiding Cockburn Road alignment to enable all possible future road design	
IT2	Consolidate parking	
IT3	Manage overflow parking areas immediately and transition to formalised, managed parking in the short-medium term	
IT4	Introduce safe crossing zones	
IT5	Road landscape improvements	
IT6	Increase public transport services	
IT7	Signage and Wayfinding	
IT8	New path connections	
IT9	Southern caravan park access	
IT10	Manage overflow parking areas and consider formalised parking in the longer term	





### 1.5.6 A Local and Natural Sense of Place

- Preserve the leafy green, low-key nature of the foreshore
- Upgrade nearby attractions

**SP1** Increased planting

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**SP2** Upgrade kilns area

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**SP3** Upgrade Len McTaggart Park

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# 2 FEATURES & ELEMENTS

## 2 Features & Elements

### 2.1 Northern Activity Hub

At the heart of Coogee, this beach side community plaza has been conceived as a space to welcome all and celebrate the natural beauty of the Indian Ocean. Anchored by a vibrant café, the plaza serves as a gateway to the beach, where families, friends, and visitors can meet, dine alfresco, and enjoy the amenities. The design creates a direct line of connection from the Jetty to historic buildings at Coogee Common, ensuring a legible movement from arrival to the waters edge.

The plaza provides key community amenities such as a regional level playground, ablutions and change rooms and cafe with roof deck that will visually connect to the beach. It celebrates existing mature Tuart and Norfolk Pine trees which provide pockets of shade where people can seek respite from summer heat. Other spaces allow for family picnics, ball games, beach showers, bike parking, drop off area and areas for public events.



Image 1 Engaging children with self directed play that connect to the stories of place

A cultural welcoming space to be developed with Traditional Owners honours the deep history of the land and Nyoongar people, creating a respectful and inclusive environment where traditional custodians, new residents, and visitors alike feel a sense of belonging.

Materials draw from the historic limestone kilns in the area, focusing on natural finishes. Planting celebrates what is already on site, with hardy coastal ground cover and mature shade trees mixed with the iconic Norfolk Pines.



Image 2 Cafe/Kiosk and gathering space with views to beach from roof deck



Image 3 Possible pop-up or short term activation spaces providing seasonal services



Image 4 Facilitating micro-climate responsive spaces for recreation and gathering

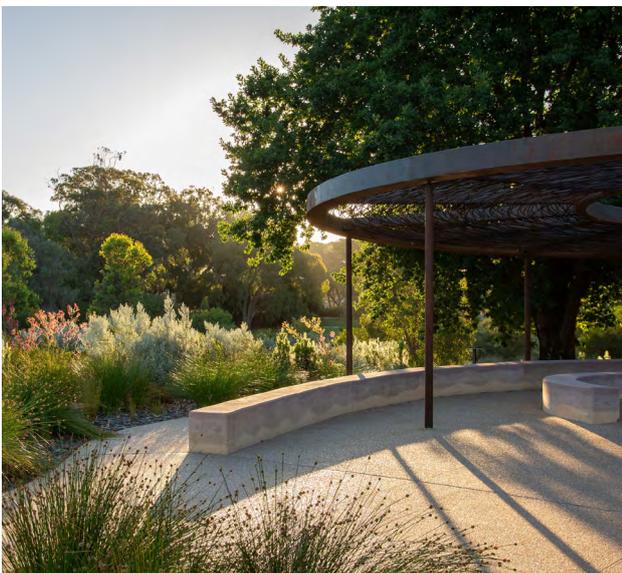


Image 5 Cultural welcoming spaces allow visitors to interact with the indigenous stories of place



Image 6 Opportunities to gather and spend time are integrated throughout

## Materials



*Rammed Earth 'Limestone'*  
Walls + Retaining



*Exposed Agg. Concrete*  
Main Paths



*Exposed Agg. Paver*  
Other Hardscape



*Honed Boulder*  
Seating Elements



*Recycled Timber Posts*  
Feature

## Planting



*Eucalyptus gomphocephala*  
Tuart



*Melaleuca lanceolata*  
Rottnest Island Tea Tree



*Westringia fruticosa*  
Coastal Rosemary



*Austrostipa stipoides*  
Coast Spear Grass



*Banksia spinulosa*  
Coastal Cushion Banksia

## 2.2 Surf Life Saving Club + Caravan Park Entry

The design of this space sets out to create a dynamic southern activity hub that supports both the commercial vitality of the surf life saving club and caravan park, while remaining welcoming to the wider community. The precinct shifts by virtue of the new caravan park southern entry as well as the Beach Promenade that forges a shared path link to the western frontage of the Caravan Park.

Acting as a new “front door” to this part of Coogee Beach, the redevelopment offers an opportunity to strengthen connections between northern and southern users, creating a more cohesive broader destination for Coogee Beach.



Image 7 Car parking areas will be embedded with water sensitive urban design principles.

The renovation of the caravan park will redefine the balance between public and private spaces, offering better amenities for holidaymakers. This activation will bring new energy to the area, supporting surrounding businesses, including cafés and services associated with the surf life saving club.

Ultimately, this area will not only provide essential services and facilities but will also become a vibrant, integrated destination where commercial activity, community use, and the natural environment coexist seamlessly.



Image 8 Wayfinding is integrated into the landscape, creating an easy arrival experience.



Image 9 A Shared Path allows cyclists to move through the area with minimal friction.



Image 10 Relocated Surf Life Saving Club amenities are nestled into the dunes, providing a hub of activity in the area.



Image 11 Updated caravan park facilities are integrated with their surroundings, with delineation between public and private space that is still visually permeable.

## Materials



Board Formed Concrete Seating Elements



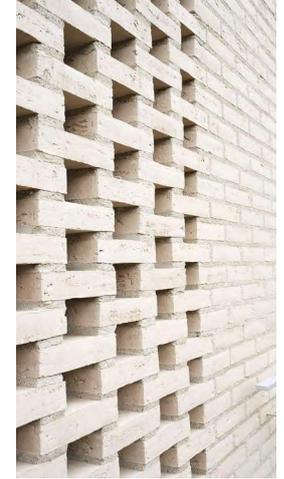
Recycled Timber Posts Feature



Exposed Agg. Concrete Main Paths



Compacted Gravel Fines Other Hardscape



Brick Light coloured bricks and breeze ways

## Planting



*Eucalyptus gomphocephala*  
Tuart



*Santalum acuminatum*  
Quandong



*Atriplex nummularia*  
Old Man Saltbush



*Acacia rostellifera*  
Summer Scented Wattle



*Carpobrotus virescens*  
Pig Face

## 2.3 Car Parking Areas

The vision for Coogee Beach’s overflow parking area is to create a functional space that blends seamlessly with the environment and adds value to the community. Designed with water-sensitive urban principles, the parking area will include hardstand zones with dual-use potential, ensuring it remains useful even outside peak demand times.

Its location near adjacent public open spaces offers a unique opportunity to integrate and enhance these two areas, creating a more cohesive and accessible neighbourhood experience.

Historic elements, such as the remnants of the limestone kilns, will be celebrated with public art and interpretive signage, preserving the area’s heritage for future generations.



Image 12 Car parking areas will be embedded with water sensitive urban design principles.

Shaded by trees and featuring pockets of habitat for local fauna, this space will be more than just a car park—it will be a natural, functional, and valued asset for both the community and the environment.



Image 13 Utilise limestone rubble to mitigate level change and create areas of habitat.



Image 14 Integrate neighbourhood micro-mobility infrastructure into the space



Image 15 Handstand Car Parking areas will be multi-purpose and well integrated with surrounding public open spaces.



Image 16 Interpretive signage and public art will acknowledge the presence and history of the Lime Kiln remnants.

## Materials



Recycled Timber Posts  
Feature



Natural Boulder  
Seating Elements



Standard Concrete  
Main Paths



Compacted Gravel Fines  
Other Hardscape



Limestone Rubble  
Garden Mulch

## Planting



*Eucalyptus gomphocephala*  
Tuart



*Melaleuca lanceolata*  
Rottneest Island Tea Tree



*Agonis flexuosa*  
Weeping Peppermint



*Diplolaena dampieri*  
Dampiers Rose



*Ficinia nodosa*  
Club Rush

## 2.4 Sand Dune Rehabilitation Areas

Existing dunes are in relatively good condition but require ongoing protection and regeneration to address erosion, weed attack and human impacts.

There is an option for selected beach tracks to be closed to consolidate movement and beach access as well as focussing visitor amenities to key locations. Alternatively, boardwalks could be considered in appropriate locations, subject for careful consideration of environmental impacts. This will be subject to detailed design and thorough environmental analysis at the time of design.

Fencing, stabilisation and revegetation is proposed to re-establish dune ecologies in concert with Vegetation Management Plans and community group involvement.

At the dune high point, mini look-out structures are proposed to support a moment to pause and enjoy the view from these vantage points. Some of these could be delivered with shade structures and educational signage.

Low limestone walling to the eastern side of the existing dune system is proposed to define a clear edge between recreational space and dune ecologies. This edge supports seating and informal activation, tucked into the dunes, within a protected micro-climate from strong sea-breezes. It serves to restrict informal access to the dunes, however should be designed to enable movement of local fauna.



Image 17 Creating clearly defined path networks that allow surrounding vegetation areas to thrive



Image 18 Prioritising accessible access to the beach where possible



Image 19 Informational signage to educate and connect visitors to the stories of the place



Image 20 Remnant elements to be removed and material reused



Image 21 Existing dune front requires stabilisation and planting



Image 22 Revegetation of disturbed areas

## Materials



Existing Sand Beach Tracks



Timber & Wire Fencing Revegetation Fencing



Hardwood Sleepers Feature Points



Timber decking Look-Outs



Limestone Walling (Natural and Block) Walling

## Planting



*Spinifex longifolius*  
Spinifex



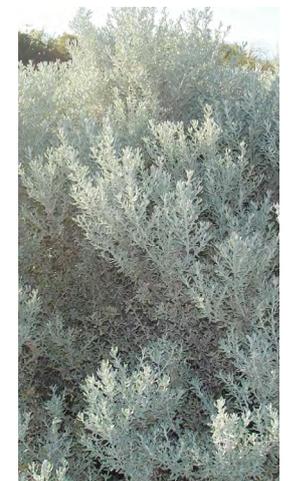
*Scaevola crassifolia*  
Cushion Fanflower



*Rhagodia baccata*  
Berry Salbush



*Spyridium globulosum*  
Basket Bush



*Olearia axillaris*  
Coastal Daisy-bush

# 3 STAGING AND COSTS

## 3 Staging and Costs

### 3.1 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 Two of this Master Plan details some of the more intricate staging approaches, conceiving all actions in the context of being able to be delivered without impacting any current day to day enjoyment other than some 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.

As time progresses, the community will experience a changing foreshore; however, the staging of the plan will ensure any loss of actual foreshore land area due to coastal incursion will be compensated with increased foreshore capacity, as well as significant new planting.

The actions proposed are shown in plan context in Figure 1.5.1 to Figure 1.5.6.

In line with the above, *Table 1* provides a framework for staging the recommended Master Plan actions, noting that later stages are subject to change, and will also be completed in response to the changing natural environmental conditions and community expectations.

Predecessor tasks are identified where relevant.

In addition, the Master Plan attempts to provide some clarity regarding which part of the City’s organisation will likely be the main driver of the outcomes, providing some indication of resourcing requirements.

Review actions are also included in the Actions and Staging table, reflecting the ongoing need to review planning frameworks at key points in time to ensure they remain relevant and current.

For the purposes of this staging discussion, more detail is provided graphically for the Stage 1 works in the northern activity hub which are quite imminent and don’t rely on other external factors. Section 5.4.2 and *Figure 29* to *Figure 34* of Part Two describe the major moves required to achieve the vision without impacting any current day-to-day enjoyment other than some minor construction impacts.

Table 1 Master Plan Actions and Staging

Action	Project/Development	Timing	Planning and Sustainability	Community and Place	Corporate and System Services	Infrastructure Services	Relies Upon
HE5 PS1 CH1 IT7	Educational signage, wayfinding strategy and communication program	S		●		●	-
CH2	Detailed design of new northern activity hub	S	●	●	●	●	-
HE1	Close Track 5 & 7	S				●	HE5 et. al
HE8	Ensure caravan park has adequate emergency exit routes	S	●			●	-
PS2	Seek expressions of interest for a café operator and potential construction partner	S		●	●		-
PS3	Introduce bicycle racks	S				●	CH2

\* Not all projects will be identified spatially on the Master Plan as they are underground or administrative in nature

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

Table 1 Master Plan Actions and Staging (Cont'd)

Action	Project/Development	Timing	Planning and Sustainability	Community and Place	Corporate and System Services	Infrastructure Services	Relies Upon
PS5	Encourage ongoing renewal of the caravan park	S	●		●		-
PS6	Upgrade landscape surrounding the SLSC facility for improved amenity and wayfinding	S		●		●	-
PP1	Provision of all accessibility features	S				●	CH2
PP5	Review local recreation facilities	S	●	●			-
IT1	Upgrade of Beach Road to four-way access and improvement of Cockburn Road	S	●			●	CH2
PP2	Provide median crossing points to Cockburn Road	S				●	IT1
PP3	Bus stop improvements	S				●	IT1
IT3	Manage overflow parking areas and prepare detailed design for formalised parking - upgrade to permanent formal parking as funding becomes available	S				●	IT1
IT5	Temporary traffic management	S				●	-
IT9	Southern caravan park access	S					-
HE2	Close Track 10 during construction of new caravan park cabins.	S				●	-
HE6	Prepare a 10 year program of planting	O		●		●	-
HE7	Prepare a Bush Fire Management Plan for any new buildings.	O	●	●			-

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M = Medium Term (10-25 yrs)

L = Long term (25-50 yrs)

O = Ongoing/as required

Table 1 Master Plan Actions and Staging (Cont'd)

Action	Project/Development	Timing	Planning and Sustainability	Community and Place	Corporate and System Services	Infrastructure Services	Relies Upon
PP6	Ensure future design considers safety and security	O	●	●		●	-
	Undertake a review of the Master Plan to ensure it adequately reflects updated information from the City's CHRMAP and ongoing feedback from the community	S	●	●	●	●	-
PS4	Replace playground and recreation facilities at end of design life	S-M		●		●	CH2
HE3	Close Track 7 within 10 years	S-M				●	-
HE4	Dune edge fencing or low wall (land side and beach side)	S-M				●	-
PS8	Formalise the southern exit point at the caravan park	S-M				●	-
CH3	Asset renewal plan for car park north of Powell Road	S-M				●	CH2
CH5	Long term consolidation of caravan park and retreat from coast	S-M	●			●	-
PP4	Develop a program for establishing new path connections	S-M				●	CH2
IT6	Increase public transport services	S-M	●			●	-
IT8	New path connections	S-M				●	PP4
SP1	Increased planting	S-M				●	HE6
SP2	Upgrade kilns area	S-M	●	●		●	-

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

Table 1 Master Plan Actions and Staging (Cont'd)

Action	Project/Development	Timing	Planning and Sustainability	Community and Place	Corporate and System Services	Infrastructure Services	Relies Upon
PP7	Advocate for urban street typology on Cockburn Road	S-L	●			●	-
IT2	Consolidate parking	S-L				●	CH2, CH3
IT4	Introduce safe crossing zones	S-L				●	CH2
Full review of Master Plan to ensure it remains relevant		M	●	●	●	●	-
HE9	Prepare a landscape plan for the long term relocation of the northern car park	M	●	●		●	CH3
PS7	Improve pathways to nearby facilities	M		●		●	-
CH4	Plan for long term relocation of SLSC	M	●		●	●	-
CH6	Upgrades to Coogee Beach Jetty	M				●	-
CH7	Maintain Swimming Enclosure	M				●	-
SP3	Upgrade Len McTaggart Park	M-L	●	●		●	-
Full review of Master Plan to ensure it remains relevant		L	●	●	●	●	-
CH8	Relocate SLSC	L	●	●	●	●	CH4
IT10	Investigate formalised parking east of Cockburn Road and south of Amity Boulevard	L				●	-

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### 3.2 Cost of Delivery

The opinion of probable costs (OPC) detailed in Part Two of this Master Plan references anticipated costs 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 2 summarises the costs associated with Stage 1 of the Master Plan - the next 0-10 years, including a brief description and costs. 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.

Table 2 Opinion of Probable Cost

Item	Description	Potential Funding Options
1.0	Northern Activity Hub - café and public amenity building, general landscape improvements and playground area (including bicycling infrastructure)	
	\$4,650,000	Commercial partnerships with cafe operator and Government Grants
2.0	Changing Places - amenities building with changing places toilet, accessible wheelchair store and ACROD bays	
	\$550,000	Government Grants
3.0	Realigned Access Road, Shared Path & Formalised Parking - new paths, road circulation and planting	
	\$2,385,000	Government Grants

Table 2 Opinion of Probable Cost (Cont'd)

Item	Description	Potential Funding Options
4.0	Coastal Promenade Path - path and landscaping	
	\$428,400	Government Grants
5.0	Beach Plaza - paving, services and landscaping	
	\$2,100,000	Government Grants
6.0	Multi Use Event Space - removal of courts, paving, services and lighting and landscaping upgrades	
	\$665,000	Government Grants
7.0	SLSC Landscape and Amenity Upgrade - planting, furniture (including bicycling infrastructure) and paving	
	\$752,500	Government Grants, community partnership
8.0	Caravan Park New Southern Entry - clearing, construction and landscaping upgrades	
	\$511,750	Government Grants, community partnership
9.0	Formalised Car Park (east of Cockburn Road)	
	\$2,976,000	Government Grants
10.0	Noongar Cultural expression/yarning space - paving, public art, utilities and landscaping	
	\$315,000	Government Grants
11.0	Interpretive Signage - heritage storytelling and signage	
	\$50,000	Heritage Grants

Table 2 Opinion of Probable Cost (Cont'd)

Item	Description	Potential Funding Options
12.0	Other Items - formalising existing informal paths, new access paths, public realm furniture and lighting, shelters, planting and water sensitive urban design treatments, new access compliant beach ramp, expanded basketball facilities on Len McTaggart Park and bollards along the edges of roadways and parking areas	
	\$3,483,850	Heritage Grants, Government Grants, Community Partnerships
13.0	Intersection Upgrades - Beach Road Four-Way Intersection	
	\$5,000,000	Government Grants
<b>Total (excluding contingency)</b>		<b>\$23,867,500</b>
<ul style="list-style-type: none"> <li>The detailed OPC can be found in Part Two of the Master Plan. This summary table should not be read in isolation from that report.</li> <li>Contingency of 10-20% may be required.</li> <li>Costs do not include project associated fees / signage &amp; wayfinding consultants / water truck watering and establishment / stormwater management / hydraulic services &amp; elements / art integration &amp; associated landscape design fees / engineering / insurances / all other works not otherwise nominated.</li> </ul>		

Part Two of this Master Plan also notes the major infrastructure requirements of the long term vision, in particular the SLSC, and references three case studies between \$3.5 million (current dollars) and \$20 million (2016 dollars).

### 3.1.1 Funding

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, and described in greater detail in Part Two of this Masterplan.

A summarised list of these funding options is provided here, noting that it is not an exhaustive list, and grants and funding streams are subject to regular change;

- Lotterywest
- Streets Alive
- Community Sporting and Recreation Facilities Fund
- Outdoor Active Recreation Participation Grants Program
- WA Bicycle Network Grants Program
- WALGA Urban Greening Grant Program
- Information Linkages and Capacity Building (ILC) program
- Community and Commercial Partnerships

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](mailto:customer@cockburn.wa.gov.au)

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



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