[redacted]

Community & Place

Place Management

CP01-03/26 **Yanchep Lagoon Foreshore Management Plan - Community Engagement Outcomes

File Ref:	45803V002 – 26/29652
Responsible Officer:	Director Assets
Attachments:	6
Previous Items:	CP01-02/25 - Yanchep Lagoon - Preliminary Foreshore Management Plan - Ordinary Council - 25 Feb 2025 6:00pm CS05-04/24 - Old Yanchep Surf Club Site - Agreement for Lease and Ground Lease - Ordinary Council - 23 Apr 2024 6:00pm CP06-08/19 - Yanchep Lagoon Master Plan - Final - Ordinary Council - 27 Aug 2019 7.00pm

Changes to Report and Additional Information Arising from Agenda Briefing

Clarification of the boardwalk's inclusion within the 2019 Yanchep Lagoon Masterplan is provided as follows:

- The final endorsed Yanchep Lagoon Master Plan of June 2019 illustrated a concept including the Boardwalk in a similar position to what is in the Foreshore Management Plan (**FMP**).

Updated project cost estimates and current Long Term Financial Plan (**LTFP**) allocations is provided as follows:

- The current cost estimate for the project is as the following table. These costs will be refined for each stage as they develop including value engineering exercises to ensure value for money.

	City	Shared	Developer	Total
The Homestead	$3,343,500	$0	$0	$3,343,500
The Settlement – Beach Bar	$0	$6,458,500	$12,354,000	$18,812,500
The Settlement – SLSC Viewing Deck	$3,128,000	$0	$0	$3,128,000
The Settlement – Boardwalk & Beach Access Paths	$7,689,000	$0	$0	$7,689,000
The Promenade	$0	$0	$5,874,500	$5,874,500
Dune Park	$7,331,500	$0	$0	$7,331,500
Fisherman's Hollow	$6,657,000	$0	$3,266,500	$9,923,500
Streetscape & Site Infrastructure – Stages 1	$1,926,161	$0	$0	$1,926,161
Streetscape & Site Infrastructure – Stages 2	$11,302,000	$0	$0	$11,302,000
Streetscape & Site Infrastructure – Stages 3	$12,778,000	$0	$0	$12,778,000
ESTIMATED TOTAL PROJECT COST	**$54,155,161**	**$6,458,500**	**$21,495,000**	**$82,108,661**

- Where required, funds for the projects outlined in this report have been allocated in the City's 2025/26 (and previous) budgets. Funds for future capital improvements have been provisionally listed in the City's draft LTFP and will be subject to regular review and updating as the FMP progresses.

Year	Value $
2026/27	$7,500,000
2027/28	$7,350,000
2028/29	$26,900,000
2029/30	$4,400,000
Total	**$46,150,000**

Clarification of the Homestead cost allocation and improvements is provided as follows:

- The cost estimate for the Homestead Precinct of $3,343,500 includes:
  - Improving the arrival experience and amenity surrounding the newly renovated homestead as the hub for art, local history and culture.
  - Refurbishing the plaza area and lawn terrace to the north of the newly renovated homestead.
  - Expanding the Homestead Carpark and improving the shade and planting.
  - Linking the Homestead Precinct with the Settlement Precinct.

Full details are available in Section 4.7.1 (page 77) of the Draft Y*anchep Lagoon Foreshore Management Plan*.

Extract data for the Public Transport Authority (**PTA**) bus usage for January 2026 is provided as follows:

- PTA have provided the following extract data for the usage of the bus service throughout January 2026 ahead of their analysis of the full data from the trials period.

Stop	LGA	2026-Jan	
		Weekday	
		Boardings	Alightings
29489: Brazier Rd Yanchep Lagoon	City of Wanneroo	11	14

An update on the progress of the beach access outcomes of the Coastal Management Study is provided as follows:

- The assessment of coastal management options and concept design of beach access modifications is underway with completion expected in March 2026. A Multi Criteria Analysis workshop was held with the Yanchep Coastal Management Advisory Group on 16 February 2025 which intended to determine a preferred option for detailed design.

Due to the extension of community and stakeholder consultation, detailed design and approvals are expected to extend into 2026/27, and construction works are expected for 2027/28.

Attachments 2-6 have been re-attached to correct previous attachment error.

Issue

To consider the outcomes of the Yanchep Lagoon Foreshore Management Plan (**FMP**) community engagement and endorse the subsequent submission to the Western Australian Planning Commission (**WAPC**) for consideration.

Background

In February 2025, Council considered CP01-02/25 Yanchep Lagoon Preliminary Foreshore Management Plan (**PFMP**) and resolved as follows:

"That Council:-

1. *ENDORSES the Yanchep Lagoon Preliminary Foreshore Management Plan Concept included at Attachment 2 to form the basis for the development of a full Foreshore Management Plan for future consideration by Council, ahead of formal submission to the Department of Planning, Lands and Heritage and Western Australian Planning Commission; and*

2. *LISTS the sum of $300,000 for consideration as part of the 2025/26 operational budget to finalise the Yanchep Lagoon Foreshore Management Plan."*

Tender 25059 for the Provision of Consultancy Services for Yanchep Lagoon Foreshore Management Plan & Services Upgrades was advertised on 5 March 2025 and closed on 4 April 2025. The City of Wanneroo (the **City**) subsequently engaged consultants UDLA to undertake the FMP.

Detail

The FMP for the Yanchep Lagoon Precinct (**YLP**) has been developed in accordance with the Yanchep-Two Rocks District Structure Plan, the 2007 Yanchep-Two Rocks Foreshore Management Plan, and State Coastal Planning Policy SPP 2.6 and responds to a request from the Department of Planning, Lands and Heritage (**DPLH**) during the 2019 Yanchep Lagoon Master Plan.

The FMP provides guidance on the design for the YLP and identifies opportunities and constraints, including coastal hazards, vegetation, transport, and commercial opportunities, to inform future planning and development and is intended to be submitted to the WAPC for endorsement before being implemented by the City.

The full FMP report is provided under separate cover and also available on the City's Your Say page (**Attachment 1**).

The FMP concept for the Yanchep Lagoon Precinct (**Attachment 2**) builds on the 2024 PFMP and its five sub-precincts:

- The Homestead;
- The Lagoon;
- The Settlement;
- The Dune Park; and
- The Promenade.

This represents a step towards realising the 2019 Yanchep Lagoon Masterplan's vision, incorporating key design moves and more detailed plans for each sub-precinct. It aims to refine and implement the strategic objectives set out in the original Masterplan while addressing current site conditions and critical planning requirements including coastal adaptation, impacts on the existing environment and development control measures.

Key elements of the Foreshore Management Plan are as follows:

Pedestrian Connections

The pedestrian connection strategy aims to establish a hierarchy of walking routes and loops throughout the precinct, providing safe, clear pathways that offer diverse experiences (**Attachment 3**).

Primary connections will include Principle Shared Path (**PSPs**) along the full length of Brazier Road and Capricorn Avenue, ensuring efficient and safe movement for both pedestrians and cyclists.

Secondary connections include an off-street boardwalk trail, linking the Homestead to the Settlement, with potential for future extension north to Capricorn Beach.

Additionally, a network of tertiary walking loops will be introduced through Dune Park, improving access between Brazier Road (east), Fisherman's Hollow, the Promenade, and the Settlement. Two iconic exercise staircases will connect the Lookout to Fisherman's Hollow and the Settlement, appealing to both hikers and runners and enhancing the precinct's recreational appeal.

Cycling and E-transport Connections

The FMP seeks to align with the City's Active Transport Plan, which aims to create a safe, connected, and reliable active transport environment that is attractive to all potential users (including walking, bike riding, and the use of eBikes and eRideables); providing a credible alternative to driving a car for local trips.

The FMP proposes a comprehensive and safe PSP network, to encourage the desired shifts in travel behaviour (**Attachment 4**).

Vehicle Connections

The FMP focuses on reducing the dominance of vehicle infrastructure to improve parking efficiency and increase space for pedestrians. A key design change involves narrowing the entire length of Brazier Road (south) and converting part of it to one-way traffic in the north-to-south direction. By reducing the road width, pedestrian space can be expanded, and angled parking bays are introduced, decentralising parking and orientating it to capture coastal views (**Attachment 5**).

Currently, Brazier Road consists of approximately 60% vehicle infrastructure and 40% pedestrian/landscape space. The proposed design reverses this ratio, dedicating 60% of the space to pedestrians, while contributing to the provision of 105 net new parking spaces throughout the precinct, through effective use of existing space.

In collaboration with the PTA, a trial of the amendment of existing bus route 494, which improves connection between the Lagoon and both Yanchep and Eglington train stations, while allowing the route to cater to more residential areas within the surrounding precinct. PTA will consider the data from the trial when determining whether this could be a permanent or seasonal solution.

Development

Several new buildings have been proposed to broaden the range of options within the precinct and meet the growing needs of the community. The FMP prioritises development that enhances sense of place over purely economic outcomes, a sentiment strongly supported by both the community and government reference groups. To minimise environmental and coastal impacts, the FMP clusters development within specific nodes in each sub-precinct, aiming to offer diverse experiences while giving each sub-precinct a distinct purpose and character (**Attachment 2**).

The following tables summarise the development proposed by the PFMP and net commercial floor space expected within the precinct.

Sub Precinct	Type/Purpose	Existing/Proposed	Sqm
The Settlement	Beach Bar (2A)	Proposed	535
	Be Our Guest Holdings (BOGH) Development*	Proposed	550
The Promenade	Orion Café	Existing	265
	Bespoke Retail (3A)	Proposed	300
Dune Park	Café & Toilets (5A & 5B)	Proposed	135
		Total	1785

**Development on Old Surf Life Saving Club site has been negotiated by the City ahead of the FMP.*

It should be noted that although the tourist accommodation component of the 2019 Masterplan has been removed from the PFMP and subsequent FMP on the basis of coastal vulnerability and environmental impact, the development of short-stay accommodation is still being investigated by the City within other locations adjacent to the lagoon precinct.

Rehabilitation and Conservation

The FMP seeks to enhance the overall quality of vegetation within the precinct by focusing on the restoration of areas classified as 'completely degraded,' and 'degraded,' in line with the recommendations of the preliminary Environmental Management Plan. To safeguard the integrity of 'very good' and 'excellent' vegetation and associated habitats, two conservation areas have been proposed where public access will be restricted, and active management weed/pest management will occur (**Attachment 6**).

Implementation

The implementation of the FMP will be staged in line with funding available for the various aspects and will likely be grouped as follows:

- Services upgrades (Stages 1 + 2). The delivery of these works is already funded and planned for 2026/27 with construction for Stage 1 – Brazier Rd currently underway. Stage 2 provides services to the northern section of the lagoon and Capricorn Avenue.
- Civil Works / Parking Upgrades. These works are also funded and detailed design and planning are underway for delivery in 2026.
- Public Works to be delivered by the City. Examples of these include the boardwalk linking The Settlement and Mary Lindsay Homestead, and walkways / lookouts at Dune Park.
- Works to be delivered by private developer(s). Examples of these include the Beach Bar at The Settlement and the Family Café at Fisherman's Hollow, noting that these works could be staged to separate public works for the City to deliver and thus increase market interest.

Consultation

Community involvement in the urban design process is essential to capture expectations and regimes to protect this unique coastal area. Building on the momentum of previous engagements undertaken for the Yanchep Lagoon Masterplan 2019 and Preliminary Foreshore Management Plan, the engagement phase for the FMP was about listening, reflecting, and ensuring the final outcomes are grounded in community insight and shared ownership for final endorsement. Both previous stages were progressed with input and collaboration from local Yanchep residents and wider stakeholders and subsequently adopted and accepted by the State Government and Council to be finalised through a final Foreshore Management Plan. The Plan aims to create a sustainable coastal hub that features improved beach access, public spaces, boardwalks, and amenities. Yanchep residents expressed a vision for sensitive, low impact development that *"Keeps it Natural, Local, Special, and Simple"*.

A summary of the overall engagement processes is provided below.

Previous: Yanchep Lagoon Master Plan

Dates: 01/10/18 to 09/01/19

Purpose: to encourage community interest in the YLP Masterplan project - to establish a Place Vision Blueprint for future development. RobertsDay facilitated a collaborative place and design process, which featured online engagement, an intensive program of interactive workshops, and a Community Open House. It featured various avenues for open and transparent conversation upfront, and a collaborative approach that put people first. The final Master Plan was unanimously supported by City Administration, Elected Members, community and stakeholders.

Participation:

- 70 stakeholders participated in a 2-day planning design forum;
- 298 survey responses;
- 15,000 + views in Your Say;
- 5,000 + visitors; and
- 11,479 combined reach in social media.

Previous: Yanchep Lagoon Preliminary Foreshore Management Plan

Dates: 14/08/24 to 16/10/24

Purpose: to consult with key stakeholders and the broader community on the PFMP, acknowledging prior input, sharing updates, and gathering feedback to inform finalisation. The PFMP translates the expressed community vision into more detailed implementation plans for the Lagoon’s improvement.

Participation:

- 538 views in Your Say;
- 404 visitors;
- 22 contributors;
- 128 document downloads;
- PFMP Community Workshop and Community Working Group Meetings; and
- Government Agencies Workshops.

Current: Yanchep Lagoon Foreshore Management Plan

Targeted consult dates: 01/08/25 to 19/12/25. Public consult dates: 19/12/25 to 08/02/26

Purpose: to listen and reflect to ensure the final outcomes were grounded in community insight and shared ownership for final endorsement. It was to re-engage with key stakeholders, community reference group members, and the broader community on the final draft FMP.

Participation:
- 2,721 views in Your Say;
- 1,787 unique visitors;
- 90 contributors;
- 2,309 document downloads; and
- 21 additional non-duplicate unique submissions (contributors) direct through community engagement communications.

Engagement was undertaken with:
- Previous participants in the Yanchep Lagoon Master Plan and PFMP process;
- PFMP and YLMP project subscribers on 'Your Say';
- Yanchep residents and stakeholders;
- Broader suburb residents, ratepayers and visitors (e.g. Two Rocks, Alkimos, Eglinton);
- Community and Advisory groups: Two Rocks Yanchep Residents Association, Two Rocks Yanchep Cultural & Arts Network;
- City of Wanneroo Community Reference Groups: Ni Kadadjiny Koort and the Disability Access and Inclusion Advisory Group;
- Department Planning, Lands and Heritage;
- Landowners/Lessees in or adjacent to the precinct; and
- Aboriginal Knowledge Holders and Traditional Custodians.

Engagement activities included:
- Web Page, Social media and Your Say updates;
- Letter box drops with 706 letters posted on 17/12/25 to residences within a 400m radius;
- Signage on site x 3 from 19/12/25 to 08/02/26; and
- Noting that while there was no statutory requirement to publicly advertise the FMP, the Your Say campaign was undertaken and extended to 7 weeks instead of standard 3 weeks. This was strategically held over the peak season and summer school holiday period to ensure capture of holistic responses and provision of additional time for review.

At the conclusion of the engagement period, there were 1,787 unique Your Say page visitors, resulting in 111 contributions (provided feedback or comment).

Of the 111 contributions:
- 61 (55%) were not opposed:
  - 30 (27%) positive;
  - 14 (12.6%) mixed/conditional;
  - 17 (15.3%) neutral or not defined
- 50 (45%) were opposed

The responses were broadly constructive, demonstrating a strong desire to protect what people love about the Lagoon, while also supporting improvements that enhance safety, access, amenity and cultural connection.

The overall community sentiment consistently values:
- Environmental protection, keeping bush and dunes intact.
- Light-touch design, maintaining the "Yanchep feel".
- Community safety, connectivity, and family-friendly facilities.

It is noted the key objections are not necessarily related to the FMP as a whole, but rather highly concentrated around two components:

- Parking and traffic safety.
- Boardwalk alignment in the Homestead/Capricorn interface.

Most respondents are conditionally supportive of progressing the FMP, provided the following key issues are addressed.

Parking / traffic

- Respondents felt current parking is already insufficient and the proposed supply is inadequate, particularly during peak periods.
- Respondents generally oppose the proposal to make Brazier Road one-way, citing it would cut long-standing local access, force longer detours through busier roads, remove the valued coastal drive experience, and push congestion into residential streets (such as Wilkie Avenue). In addition, people request robust traffic-calming measures, safer pedestrian and cycling links, and clear modelling to justify any network changes.
- Angled parking in front of the Lagoon and Café was also opposed from 1 contributor referencing a future petition submission, citing character, safety and public-realm conflicts. This will be managed separate to this report through the City Petitions Management procedures.
- Overall, the sentiment is pro-improvement but conditional, with the community and wider stakeholders seeking more parking, safer and more legible circulation, retain coastal character, prioritise walkability, and protection of local access before any major traffic or road layout changes are adopted.

The FMP focuses on reducing the dominance of vehicle infrastructure in the precinct to improve parking efficiency and increase space for pedestrians, families and walkability. A key design change involves narrowing the entire length of Brazier Road (south) and converting part of it to one-way traffic in the north-to-south direction. By reducing the road width and making the vehicle flow in one direction only, pedestrian space can be expanded, and angled parking bays are introduced, decentralising parking and orientating it to capture coastal views (**Attachment 5**).

While it is envisaged that there may be an increase in traffic along Wilkie Avenue, the road is already designated as a local distributor road and a bus route and therefore has been sufficiently designed to account for any increase. The proposal considers the previous traffic assessments undertaken in 2024, which noted no issues were recorded as sufficient for interventions.

The parking provisions proposed in the current 2025 FMP align with the City's District Planning Scheme No. 2, meet ACROD requirements, and retain flexibility for future minor adjustments resulting in an overall increase of parking within the YLP of 105 bays.

Community Safety

- Concerns of bushfire safety along the boardwalk, with pockets of dense vegetation and nearby residents on Capricorn Esplanade.
- Surrounding traffic risk and displacement, with noted opposition to one-way changes on Brazier Road seen to cut access and push congestion/hooning into Wilkie Avenue and other residential streets.
- Linked to safe access and family-friendly use, where people broadly support improved connectivity (safer walk/cycle links, ACROD bays, short safe paths, clear wayfinding) and light-touch amenities (toilets, shade, sheltered seating, play/teen spaces, exercise stairs, lookout safety) delivered without harming dunes, views or character.

- At an operational level with after-hours management and lighting, including requests for event caps/hours, passive surveillance/CCTV where appropriate, and low-spill lighting (full cut-off fittings, timers/sensors etc) to keep evening areas safe without impacting residents or wildlife.
- Overall, the sentiment is pro-improvement but conditional on safety being hard-wired into design and staging. Stakeholders want the Lagoon to be easier and safer to use without losing the light-touch, natural feel and they expect clear safeguards around bushfire, traffic, after-hours activity, lighting, and universal access.

The City has recently completed a fire track within proximity to residents, providing a second egress option for residents in case of fire and evacuation to the south, east and northern index.

The City will further investigate and incorporate relevant safety mechanisms into detailed design and staging of built facilities (e.g. CCTV, passive surveillance), public realm crime prevention through environmental design (**CPTED**) and civil works (path wayfinding) as the improvement project progresses.

Community safety will be enhanced through the safer pedestrian and cycling connections, accessible routes, and the use of low-spill lighting alongside after-hours controls for events. Traffic calming and pedestrian crossing considerations are at a high level illustrated in defined gathering and access spaces within the FMP as a part of the holistic streetscape design.

Furthermore, angled parking as proposed for along Brazier Road will support safety along the coastal strip by slowing vehicle speeds, increasing driver awareness and reducing the likelihood of high-speed through-traffic. In busy foreshore areas, this design treatment can reinforce a “place-first” environment, signalling that the area is shared and pedestrian-oriented rather than a high-speed movement corridor.

These measures ensure the FMP can progress with a strong focus on protecting residents, visitors and the natural character of the Lagoon while delivering safe, inclusive and accessible public spaces.

Environment and Conservation

- A broad set of submissions are positive about the direction of the FMP, applauding the environmental focus and opportunities to interpret Aboriginal cultural heritage.
- Many want the improvements delivered, provided key mitigations are locked in. Accordingly, feedback consistently emphasised the need to protect the natural dunes, bushland and coastal character that define the Yanchep Lagoon, with many stating that the place’s value lies in its untouched, low-impact, “Yanchep feel”.
- Submitters expressed concern that some elements of the FMP, particularly the proposed boardwalk alignment through mid-slope areas of “very good” vegetation would lead to unnecessary clearing, habitat loss (especially for reptiles and rare flora), and dune destabilisation.
- Some respondents oppose perceived over-commercialisation of the foreshore, concerned that additional cafés, bars or structures could erode the natural landscape and overshadow cultural and environmental values. Alongside this, there was strong support for retaining as much bush as possible, strengthening fauna protection, addressing feral animal impacts, and ensuring authentic historic and Aboriginal cultural heritage connections are integrated in ways that do not disturb sensitive areas.
- Overall, the community called for a preservation-first approach, where any improvements must avoid, minimise and sensitively manage environmental impacts to safeguard the Lagoon’s natural character for future generations.

The FMP considers protecting native vegetation a priority with the proposed development footprint aligned primarily within the existing development footprint and as such negates the need for extensive vegetation clearing. Works will impact approximately 0.215 ha of native vegetation total, retaining a total of 99.89 % of existing vegetation in excellent condition, 99.40 % of existing vegetation in very good condition, and 99.49 % in good condition. The proposed total area to be revegetated is approximately 4.408 ha, representing a significant commitment by the City to balance the vegetation impact.

The boardwalk construction as proposed in the FMP uses 'screw pile' technology on the western down slope of dunes, lower than property levels, and is raised off the ground to minimise the impact on the existing residents and vegetation and allows for continued growth of the vegetation after completion.

Pending progression of the FMP with WAPC, the City will enter pre-construction / planning where the technical, organisational and regulatory foundations for specific works packages (e.g. the boardwalk linking the Settlement and Mary Lindsay Homestead spaces/car parks) is defined to confirm scope, scrutinise site conditions, address risks, and outline the pathway for detailed design and delivery in keeping with environmental considerations.

The City has investigated coastal processes and shoreline change along the Yanchep coastline in detail as part of the ongoing Yanchep Coastal Management Study. While it is acknowledged that over the long term, the section of coastline/foreshore adjacent to the private properties (and in proximity to the proposed Boardwalk) has advanced, this period of accretion has been focussed over a 20-year period following the construction of the Capricorn groyne in the 1970s. Since 2016, the shoreline has been subject to storm induced erosion resulting in significant shoreline recession, an annual deficit of sand and impacts to the dune. This recent trend has resulted in the need for increased monitoring and beach renourishment works at the Lagoon area. It is also important to note that the coastal hazard lines depicted within the City's Coastal Hazard Risk Management and Adaption Plan (referenced in the draft FMP) for various planning timeframes are not future shoreline positions but an indication of areas of potential coastal vulnerability. Erosion remains a current and future risk to the dune environment and coastal assets within proximity to the shoreline or base of the dunes.

Boardwalk Alignment

- Approximately 20 coordinated responses identifying themselves as "friends or family members" of the four property owners along Capricorn Avenue, objected to the Boardwalk.
- Feedback indicates the boardwalk is unnecessary and duplicative of the existing Capricorn Esplanade road/path and risks becoming a "dead-end" experience.
- The proposed alignment is through mid-slope dunes with "very good" vegetation, causing avoidable clearing, habitat fragmentation, potential dune instability, is not accessible and or providing value for money.
- Respondents emphasise alternatives at the bottom of the sand dunes and safety concerns including where a raised structure could impede westward evacuation to the beach in a bushfire and increase ignition risk (litter/cigarettes).
- It would also elevate privacy, noise and after-hours loitering risks at the residential interface.

The boardwalk alignment (as seen in pages 3 & 4 of **Attachment 1**) is designed to provide a continuous, universally accessible link between key destinations in the precinct, improving safety, navigation and the visitor experience beyond the existing steep roadside paths. It reflects previous feedback to avoid the new fire access track, respond to dune form and vegetation, and maintain strong connections between car parks, lookouts and precinct areas.

The fire access track will remain for operational use only, with measures to prevent public access. Privacy and amenity concerns at the residential interface will be addressed through detailed design refinements and management measures.

The project prioritises protection of dunes, vegetation and the "Yanchep feel", consistent with the FMP's light-touch approach. Environmental assessments will continue in the next phase to minimise impacts, protect retained vegetation and meet approval requirements. Locating the boardwalk lower in the dune system would increase risks from erosion and sand movement, leading to higher maintenance and potential access disruptions. Final alignment and construction details will be refined through detailed design, further environmental assessment and statutory approvals.

Comment

The consultation period has now closed and the feedback on the FMP have generally been positive and overall supportive. Consideration is required to the ongoing design of the boardwalk and management of traffic throughout the precinct.

It is noted that a petition consisting of 34 signatories was presented at the OCM on 24 February 2026 to reconsider the proposed angle parking along Brazier Road. Angular parking provides a more effective use of space to maximise the number of parking bays in an area where space is limited and community desire to protect the natural habitat was a priority highlighted through the engagement process. To replace the angular parking with parallel parking would reduce the number of bays by 50% in that area.

Subsequent to acceptance of the recommendations of tis report, The Yanchep Foreshore Management Plan will be presented to the WAPC for consideration and approval ahead of any undertaking of the plan's recommendations.

Statutory Compliance

Pending Council endorsement, the Foreshore Management Plan Draft will be submitted to the WAPC for final approval as part of the planning system's statutory process.

Strategic Implications

The proposal aligns with the following objective within the Council Plan 2025 – 2035:

4 ~ A Connected and Liveable City

4.2 - Build resilient places for people and nature

Risk Appetite Statement

In pursuit of strategic objective goal 4, we will accept a Medium level of risk, extended to High in the areas of Community / Reputation & Financial / Commercial impacts. Shifting transport modes and usage in the City may require short term pain for longer term gain as the City supports the development, maintenance and connection of alternatives to car use (e.g. cycle ways) and the supporting infrastructure.

Risk Management Considerations

RISK TITLE		RISK RATING
Level 1 Strategic Risk	2.0 Assets & Infrastructure	Medium
Level 2 Corporate Risk	2.2 Strategic Asset Management	Medium
ACCOUNTABILITY		**ACTION PLANNING OPTION**
Director Assets		Manage

RISK TITLE		RISK RATING
Level 1 Strategic Risk	3.0 Community Engagement & Stakeholder Relationships	Medium
Level 2 Corporate Risk	3.2 Stakeholder Relationships	Medium
ACCOUNTABILITY		**ACTION PLANNING OPTION**
Chief Executive Officer		Manage

Policy Implications

The City's Community Engagement Policy applies.

Financial Implications

The current cost estimate for the project is as the following table. These costs will be refined for each stage as they develop including value engineering exercises to ensure value for money.

	City	Shared	Developer	Total
The Homestead	$3,756,500	$0	$0	$3,756,500
The Settlement, Beach Access Paths & Boardwalks	$22,559,500	$5,294,000	$13,009,000	$40,862,500
The Promenade	$0	$0	$6,236,500	$6,236,500
Dune Park	$8,849,500	$0	$0	$8,849,500
Fisherman's Hollow	$8,033,000	$0	$3,461,500	$11,494,500
Streetscape & Site Infrastructure – Stages 1	$1,961,161	$0	$0	$1,961,161
Streetscape & Site Infrastructure – Stages 2	$7,120,000	$0	$0	$7,120,000
Streetscape & Site Infrastructure – Stages 3	$18,230,000	$0	$0	$18,230,000
	$70,509,661	**$5,294,000**	**$22,707,000**	**$98,510,661**

Streetscape and site Infrastructure Stage 1 is currently underway with the services upgrade to Brazier Road allocated in the 2025/26 Financial Year.

Voting Requirements

Simple Majority

Moved Cr Rowe, Seconded Cr Huntley

That Council APPROVES the Yanchep Lagoon Foreshore Management Plan Draft for submission to the Western Australian Planning Commission for their consideration and approval.

LOST
1/10

For the motion: Cr Rowe
Against the motion: Mayor Aitken, Cr Berry, Cr Coetzee, Cr Figg, Cr Huntley, Cr Miles, Cr Parker, Cr Seif, Cr Smith, Cr Wright

Cr Huntley left the Chamber at 8.36pm and did not return.

Alternative Motion

Moved Cr Coetzee, Seconded Cr Figg

That Council:

1. **APPROVES the Yanchep Lagoon Foreshore Management Plan Draft for submission to the Western Australian Planning Commission for their consideration and approval, with the following conditions:**

a) ENDORSE the inclusion of a clear and enforceable design parameters within the Yanchep Lagoon Foreshore Management Plan requiring that a minimum elevation for the proposed coastal boardwalk be established, while allowing the structure to be positioned higher where necessary to avoid significant existing vegetation or respond to identified environmental and cultural conditions;

b) DIRECT that the proposed coastal boardwalk alignment delivers an optimal balance between environmental and cultural protection, user experience, and functional connectivity to car parks, access points, and key movement corridors, ensuring the precinct operates cohesively and safely;

c) REQUIRE that the final boardwalk alignment will be determined only after comprehensive on-site investigations, including assessment of vegetation, dune systems, environmental sensitivities, and other relevant technical constraints; and

d) REQUIRE that, upon completion of all site investigations, a refined boardwalk alignment and elevation profile be returned to Council for formal approval, prior to the commencement of detailed design, cost estimation, or progression of subsequent project phases.

CARRIED
9/1

For the motion: **Mayor Aitken, Cr Coetzee, Cr Figg, Cr Miles, Cr Parker, Cr Rowe, Cr Seif, Cr Smith and Cr Wright**
Against the motion: **Cr Berry**

Attachments:

1.	*Attachment 1 - Draft Yanchep Lagoon - Foreshore Management Plan*	*26/98215*
2.	*Attachment 2 - Yanchep Foreshore Management Plan Concept*	*26/56745*
3.	*Attachment 3 - Pedestrian Connections*	*26/56750*
4.	*Attachment 4 - PSP Network*	*26/56751*
5.	*Attachment 5 - Parking Provision*	*26/56760*
6.	*Attachment 6 - Rehabilitation and Conservation areas*	*26/56763*