

YANCHEP LAGOON

FORESHORE MANAGEMENT PLAN (FMP)

Date Issued: 10th September 2026

UDLA



Edition Details	
Title	Yanchep Lagoon Foreshore Management Plan (FMP)
Prepared For	The City of Wanneroo
Prepared By	UDLA
Authors	JG, PW, CJ (UDLA), II CF (CoW)
Status	Final Draft
UDLA Project Code	WANFMP

Document Register			
Version	**Date**	**Amendments**	**Prepared By**
DRAFT	21/11/25	Issued to City of Wanneroo for review & comment	JG, PW, CJ
FINAL	16/12/25	Issued to City of Wanneroo for endorsement	JG, PW, CJ
FINAL	13/08/26	Issued to City of Wanneroo for endorsement	JG, PW, CJ
FINAL	10/09/26	Inclusion of Appendix J	CoW, II, CF

Cover Image & Divider Images: UDLA

EXECUTIVE SUMMARY

Background

The Foreshore Management Plan (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, the State Coastal Planning Policy SPP 2.6 and the Metropolitan Region Scheme. It supersedes the Preliminary Foreshore Management Plan (PFMP) developed in 2024, in response to a request from the Department of Planning, Lands and Heritage (DPLH) made during the Masterplanning phase in 2019.

Authored by UDLA with support from specialist consultants, the FMP document describes the intent for the design of the YLP and identifies opportunities and constraints, including coastal hazards, vegetation, transport, and commercial opportunities. It will serve as a framework for the management of the YLP, including the built form delivered by private developers and public works undertaken by the City of Wanneroo. It has been developed in consultation with key government agencies like DPLH, Whadjuk Elders and the community reference group established in 2024.

Project Vision

Yanchep Lagoon is one of Perth's premier northern beaches, known for its calm, crystal-clear waters—ideal for swimming, snorkelling, and spotting marine life. As the local population and visitor numbers grow, a refined Foreshore Management Plan is essential to preserve the lagoon's natural beauty, character and culture while supporting increased visitation as a key coastal destination.

The overarching aspiration for the FMP is to develop a management framework that facilitates a light-touch approach to foreshore development, prioritising the protection of its natural features which define its well-established sense of place. Yanchep Lagoon offers an opportunity to demonstrate best-practice development guided by place principles rather than economic potential.

The FMP provides a feasible guide for the restoration, design, and development of facilities within the foreshore, supporting public recreation, commercial offerings, beach access, and the conservation of remnant vegetation. This has involved the reinterpretation of the Masterplan's approach to the place drivers with the understanding that:

- **Yanchep Lagoon itself is the key asset -** Understanding that fewer, more thoughtfully considered interventions in this FMP will ensure that the YLP's development aligns closely with the Masterplan's vision.
- **A "light-touch" philosophy is best -** Instead of a historically "brutal" development approach which sees landform transformed beyond recognition, this philosophy prioritises design outcomes that are informed by the natural landscape.

FMP Design

The FMP Design builds on the PFMP Masterplan (UDLA, 2024), developed after a comprehensive review of the 2019 Yanchep Lagoon Masterplan prepared by Roberts Day, analysis of relevant documentation and project context, on-site investigations and studies, and extensive stakeholder engagement. It responds to the findings from further investigations and studies recommended in the PFMP document and undertaken in the FMP stage of the project. A set of drawings, including an overarching Masterplan, describing the FMP design is provided as Appendix A (CAD) and Appendix B (Coloured).

The FMP Masterplan represents an iterative step towards realising the 2019 Masterplan's vision, incorporating key design moves from the PFMP and its concept plans for each sub-precinct, along with critical considerations. It aims to refine and implement the strategic objectives set out in the original Masterplan while addressing current site conditions and planning requirements including coastal adaptation, environmental impacts and development control measures.

Protecting Native Vegetation

The proposed development footprint associated with the FMP is 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.

Implementation

The implementation of the FMP will be guided by the Implementation Schedule, provided as Appendix D. This document offers detailed guidance on critical actions/tasks, sequencing, and compliance requirements and considerations for public works delivered by the City (ie. services upgrades), and to a lesser degree, private works delivered by a private developer (ie. built form within the YLP).

The delivery of services upgrades is planned for 2026 – 2027 with construction for Stage 1 – Brazier Rd commencing in late 2025, providing critical infrastructure for the YLP to enable the FMP Implementation. Funding for elements of the FMP design (ie. civil upgrades in The Settlement and the Boardwalk) has been set aside by the City, informed by cost planning led by DCWC (Quantity Surveyors), in parallel with the development of the FMP. Subject to CoW Council endorsement of the FMP, a staging plan will be developed with the intent to commence planning the delivery of and detailed design for priority FMP elements in March 2026.

CONTENTS

Executive summary 3

1. Introduction 11

1.1 Title and Scope of Proposal 11

1.2 Land Details 11

1.3 Background (Masterplan & PFMP Stage) 14

1.4 Purpose of Foreshore Management Plan (FMP) 16

1.5 Objectives for the FMP Design 16

1.5.1 Philosophy and Vision 16

1.5.2 Design Principles 17

1.6 Implementation 18

2. Statutory, Planning and Policy Context 20

2.1 Compliance 20

2.1.1 Planning and Development Act 2005 20

2.1.2 State Planning Strategy 2050 20

2.1.3 Liveable Neighbourhoods 20

2.1.4 State Planning Policy 1 - State Planning Framework 21

2.1.5 State Planning Policy 3.0 - Urban Growth and Settlement 21

2.1.6 State Planning Policy 7.0 - Design of the Built Environment 22

2.1.7 Department of Transport (DoT) Long-term Cycle Network 22

2.1.8 City of Wanneroo Active Transport & Cycle Plan 22

2.1.9 City of Wanneroo Reconciliation Action Plan (RAP) 2025 - 2027 23

2.1.10 City of Wanneroo Access and Inclusion Plan (currently under review) 23

2.1.11 Yanchep-Two Rocks District Structure Plan (DSP) 23

2.1.12 Environmental Protection and Biodiversity Conservation Act 1999 24

2.1.13 Environmental Protection Act 1986 24

2.1.14 Biodiversity Conservation Act 2016 25

2.1.15 State Planning Policy 2.0 - Environment and Natural Resources 25

2.1.16 State Planning Policy 2.8 - Bushland Policy for Perth Metropolitan Region 25

2.1.17 Bush Forever Policy and Program 26
2.1.18 State Planning Policy 3.4 - Natural Hazards and Disasters 26
2.1.19 State Planning Policy 3.7 - Planning in Bushfire Prone Areas 26
2.1.20 State Planning Policy 2.6 - Coastal Planning 26
2.1.21 State Planning Policy 2.9 - Water 27
2.1.22 Perth Coastal Planning Strategy 27
2.1.23 State Planning Policy 3.5 - Historic Heritage Conservation 28
2.1.24 City of Wanneroo Local Biodiversity Strategy 28
2.1.25 Metropolitan Region Scheme 29
2.2 Existing Approvals 29

3. Existing Environment 32

3.1 Climate and Rainfall 32
3.2 Flora 34
3.3 Fauna 35
3.4 Land Use 35
3.4.1 Historic Use 35
3.4.2 Current Use 37
3.5 Geography 39
3.6 Geology 39
3.6.1 Caves and Karstic Features 39
3.6.2 Land Instability 40
3.6.3 Hydrology 40
3.7 Soil 40
3.7.1 Acid Sulphate Soils 40
3.8 Heritage 42
3.8.1 Aboriginal Archaeological and Ethnographic Heritage Recommendations 44
3.8.2 Alignment with CoW Reconciliation Action Plan 2025-2027 (RAP) 45
3.9 Potential Risks and Coastal Hazard Risks 47
3.9.1 Yanchep Coastal Management Study 47
3.9.2 Existing Coastal Hazard Risk Mapping (CHRMAP) 48

4. Plan 51

4.1 Engagement Process 51

4.2 Landscape-Led Design Approach 53

4.3 Critical Design Considerations 54

4.3.1 Coastal Adaptation 54

4.3.2 Vegetation Retention 56

4.3.3 Clearing and Revegetation 58

4.4 FMP Design 60

4.5 PFMP Concept Scenarios 62

4.6 Precinct Wide Moves 65

4.6.1 Pedestrian Connections 65

4.6.2 Cycling and E-transport Connections 69

4.6.3 Vehicle Connections 70

4.6.4 Parking 71

4.6.5 Public Transport 73

4.6.6 Building Development 73

4.6.7 Rehabilitation and Conservation 75

4.7 Sub-Precinct Designs 77

4.7.1 “The Homestead” Sub-Precinct 79

4.7.2 “The Settlement” Sub-Precinct 81

4.7.3 “The Promenade” Sub-Precinct 83

4.7.4 “Dune Park” Sub-Precinct 85

4.7.5 “Fisherman's Hollow” Sub-Precinct 87

4.8 Specialist Input 90

4.8.1 Aboriginal Heritage (FMP Stage) 90

4.8.2 Environmental Investigations (FMP Stage) 91

4.8.3 Civil and Services Engineering (FMP Stage) 92

4.8.4 Architecture (FMP Stage) 93

4.8.5 Access & Inclusion (FMP Stage) 97

4.8.6 Transport and Access (PFMP Stage) 97

4.8.7 Economic Feasibility (PFMP Stage) 98
4.8.8 Bushfire Management (PFMP Stage) 99
4.9 Preliminary Foreshore Management Strategy 101
4.9.1 Future Investigations 101
4.9.2 Government Stakeholder Engagement 101
4.9.3 Design Control Framework 102

5. Implementation 105

5.1 Staging the Implementation 105
5.2 Governance & Approvals Process 106

6. Appendices 108

LIST OF MAPS

Map 1. Current Land Uses 12
Map 2. Surface Soils 41
Map 3. Heritage Areas 43
Map 4. Coastal Hazard Risk 49

LIST OF FIGURES

Figure 1. Yanchep Lagoon Place Drivers 14
Figure 2. Sub-precincts identified in the 2019 Masterplan 15
Figure 3. Mean maximum and minimum monthly temperatures 32
Figure 4. Mean rainfall 33
Figure 5. Wind roses depicting Perth wind conditions during Summer 33
Figure 6. Wind roses depicting Perth wind conditions during Winter 34
Figure 7. Aerial photography taken of Yanchep Lagoon between 1965 and 200. 37
Figure 8. Aerial photography depicting recent development within the foreshore 38
Figure 9. Engagement & Co-Design Process 52
Figure 10. Approach to coastal adaptation 54
Figure 11. Approach to protecting remnant vegetation 57

Figure 12.	Design Scenarios	62
Figure 13.	Pedestrian Connections across the Precinct	66
Figure 14.	Yanchep Walk, a key Pedestrian Connection	67
Figure 15.	Cycling and E-transport Connections across the Precinct	69
Figure 16.	Vehicle Connections across the Precinct	70
Figure 17.	Proposed Parking across the Precinct	72
Figure 18.	Proposed development within the foreshore	74
Figure 19.	Proposed rehabilitation / conservation areas	75
Figure 20.	FMP Masterplan	78
Figure 21.	The Homestead Concept Plan	80
Figure 22.	The Settlement Concept Plan	82
Figure 23.	The Promenade Concept Plan	84
Figure 24.	Dune Park Concept Plan	86
Figure 25.	Fisherman's Hollow Concept Plan	88
Figure 26.	FMP Approval and Endorsement process	107

LIST OF TABLES

Table 1.	Lots and associated land details within the subject site.	13
Table 2.	Proposed Parking	71
Table 3.	New buildings proposed by the FMP.	73
Table 4.	Net commercial floor space, combining existing and proposed commercial developments	73



1. INTRODUCTION

1.1 Title and Scope of Proposal

The Foreshore Management Plan (FMP) has been developed for the Yanchep Lagoon Precinct, aligning with the requirements of the *Yanchep-Two Rocks District Structure Plan*, the *Yanchep-Two Rocks Foreshore Management Plan 2007*, the *State Coastal Planning Policy (SPP) 2.6* and *Metropolitan Region Scheme (MRS)*. Prepared by UDLA on behalf of the City of Wanneroo (CoW), referred to as 'the City', the FMP serves to advance the Yanchep Lagoon Precinct project to implementation. Following a Public Advertising period of the draft document, the City will move forward with a final Foreshore Management Plan (FMP), which will be submitted to the Western Australian Planning Commission (WAPC) for its consideration, enabling the delivery of the FMP Masterplan and the design elements described therein subject to Council endorsement.

1.2 Land Details

Yanchep Lagoon is located in the City of Wanneroo, in the locality of Yanchep, approximately 50km north of Perth CBD. The foreshore reserve forms part of Bush Forever Site No. 397. The project site spans across several publicly and privately owned land parcels and reserves (including Class A Reserve), making land tenure one of the critical components within the FMP. The lot and land details subject to this FMP are detailed in the map overleaf and the subsequent table. There has been no change to the approved land use of the respective sites.



YANCHEP LAGOON FMP
MAP 1. CURRENT LAND USE

DATE: 16/12/25

REVISION: C

DATA SOURCE: DISTRICT PLANNING SCHEME NO.2

KEY

- Extent of FMP
- Public Recreation
- Environmental
- Commercial
- Public Open Space
- Private - Community Use
- Public Purposes
- Class-A Reserve

N

0 50 100 250m

UDLA

Table 1. Lots and associated land details within the subject site.

Lot Number	Deposited Plan	Type / Purpose	Reserve Number	Reserve Class / DPS2 Zoning	Management / MRS Zoning
500	70083	Foreshore Management	R 48603	C Class Reserve	CoW Management
501	70083	Foreshore Management	R 29352	C Class Reserve	CoW Management
502	70083	Foreshore Management	R29352	C Class Reserve	CoW Management
510	75148	Recreation	R29694	C Class Reserve	CoW Management with Power to Lease
511	75148	Recreation	R 29694	C Class Reserve	CoW Management with Power to Lease
520	406005	'Recreation Act 43 -1968'	R 12439	A Class Reserve	CoW Management with Power to Lease
521	406005	'Recreation Act 43 -1968'	R 12439	A Class Reserve	CoW Management with Power to Lease
522	406005	'Recreation Act 43 -1968'	R 12439	A Class Reserve	CoW Management with Power to Lease
523	406005	'Recreation Act 43 -1968'	R 12439	A Class Reserve	CoW Management with Power to Lease
661	49302	Community Purposes	R 48714	C Class Reserve	CoW Management with Power to Lease
8002	54875	Public Recreation	R 49246	C Class Reserve	CoW Management
8013	57657	Public Recreation	R 8013	C Class Reserve	CoW Management
8026	49302	Foreshore Management	R 48603	C Class Reserve	CoW Management
8315	7667	Public Recreation	R 29354	C Class Reserve	CoW Management
9740	182685	Reserve for Recreation	R 43792	C Class Reserve	CoW Management with Power to Lease
10603	186553	Restaurant, Café, Tavern, Retail, Function centre and related purposes	R 39022	C Class Reserve	CoW Management with Power to Lease
15451	40341	Recreation & purposes incidental thereto	R 20561	C Class Reserve	CoW Management with Power to Lease
134	40405	Freehold (Privately Owned)	-	Rural	Rural
135	40405	Freehold (Privately Owned)	-	Rural	Rural
900	411306	Freehold (Privately Owned)	-	Rural	Rural

901	411306	Freehold (Privately Owned)	-	Rural	Rural

1.3 Background (Masterplan & PFMP Stage)

In 2018-2019, the City, supported by Roberts Day (now RD Hatch), developed the Yanchep Lagoon Masterplan, which was adopted by Council in 2019. It provided an in-principle blueprint for all future development, amenity improvements and activation initiatives within the Yanchep Lagoon and the immediate surrounding area, identified as the Yanchep Lagoon Precinct (YLP).

The Department of Planning, Lands and Heritage (DPLH) recommended that a Preliminary Foreshore Management Plan (PFMP) be prepared by the City, aligned to the Masterplan Vision and place drivers. This PFMP would serve as a precursor to the final Foreshore Management Plan (FMP), the primary 'statutory' control document, to regulate development and manage the Foreshore Reserve.

In 2024, UDLA, with support from specialist sub-consultants, was commissioned to produce a Preliminary Foreshore Management Plan (PFMP) for the site to further develop the design. The intent was to refine and implement the strategic objectives set out in the original Masterplan while addressing current site conditions and planning requirements, including coastal adaptation, impacts on the existing environment, heritage considerations and development control measures.

Masterplan Summary

A Vision for the YLP is summarised in the Masterplan as:

> *"Yanchep Lagoon is Perth's coastal jewel. Its spectacular natural beauty and relaxed atmosphere are treasured by generations past and present. A sustainable coastal hub, immersive dune parklands and ever-changing cultural calendar enrich the Lagoon experience and resonate with locals and visitors alike. It is a place that delights the senses and restores the soul."*

Supporting the Vision for the YLP are four 'Place Drivers', which form the basis of the Design Philosophy taken forward during the PFMP stage.



Figure 1. Yanchep Lagoon Place Drivers.

- **Keep it natural** – the Lagoon is a place where nature shines. It will celebrate the beauty and biodiversity of its environment by touching the ground lightly and providing an immersive connection between people and nature.
- **Keep it local** – the Lagoon will resist the usual. It will embrace a different look and feel to other coastal destinations by emphasising the natural features and local stories that make it unique.
- **Keep it special** – the Lagoon is integral to the Yanchep way of life. It will grow and flourish as a place for daily rituals with a strong community identity that both residents and tourists can appreciate.
- **Keep it simple** – the Lagoon is a destination where everyone feels welcome. It will draw from its rugged history to build an honest and unpretentious character that is reflected in its buildings, landscape, and activities.



Figure 2. Sub-precincts identified in the 2019 Masterplan.

The PFMP Masterplan identified 6 key destinations or sub-precincts (Figure 2):

- **The Settlement** – An inviting coastal village and Yanchep's social heart.
- **The Lagoon** – Perth's coastal jewel, an untouched coastal paradise.
- **The Promenade** – A continuous pedestrian walk along the limestone headland.
- **The Homestead** – An incubator of arts and culture in a coastal setting.
- **The Dune Park** – An expansive botanic garden unique to Perth and the world.
- **The Corner** – A welcoming entry statement and family holiday hub.

1.4 Purpose of Foreshore Management Plan (FMP)

The objectives of this FMP are outlined as follows:

- Serve as a reminder of the vision for the project, developed in consultation with the local community, and thus ensure development within the Yanchep Lagoon Precinct (YLP) aligns with community aspirations to protect “Perth’s Coastal Jewel”.
- Establish preliminary management regimes for sensitive environmental areas, including coastal hazard implications, and protection of remnant vegetation.
- Provide a land use and development control framework for the 3x development sites proposed to be leased to a third party to develop for commercial uses.
- Detail the necessary planning and development approvals required for works within the YLP.
- Rationalise land tenure and (for Crown land) management order terms that align land uses with those proposed under the MRS, balancing the protection of the environment with appropriate development to enhance the use of the YLP by the community.
- Support the City’s conversations with potential developers to initiate investment and delivery of private built form within the YLP.

1.5 Objectives for the FMP Design

1.5.1 Philosophy and Vision

Yanchep Lagoon is one of Perth’s premier northern beaches, known for its calm, crystal-clear waters—ideal for swimming, snorkelling, and spotting marine life. Its magnificent beach, rolling coastal dune landscape and relaxed atmosphere offer a peaceful, easily accessible escape highly prized by locals and visitors alike. With nearby cafes, picnic areas, BBQ facilities, and lifeguards during peak seasons, it’s a safe and convenient location for families and tourists to enjoy. As the local population and visitor numbers grow, a refined Foreshore Management Plan is now essential to preserve the lagoon’s natural beauty, character and culture while supporting increased visitation as a key coastal destination.

The overarching design philosophy for the FMP is to apply a light-touch approach to foreshore development, prioritising the protection of the lagoon’s natural features which define the well-established sense of place. Yanchep Lagoon offers an opportunity to demonstrate best-practice development guided by place principles rather than economic potential. The design seeks to enhance foreshore amenity and recreational use to meet the growing needs of the community, while keeping the Lagoon special by minimising impacts to the natural environment.

The FMP provides a feasible guide for the restoration, design, and development of facilities within the foreshore, supporting public recreation, commercial offerings, beach access, and the conservation of remnant vegetation. This has involved the reinterpretation of the Masterplan’s approach to the place drivers with the understanding that:

- **Yanchep Lagoon itself is the key asset.** Understanding that fewer, more thoughtfully considered interventions in this FMP will ensure that the YLP’s development aligns closely with the Masterplan’s vision.
- **Adopting a “light-touch” philosophy.** Instead of the historically intensive approach, this philosophy prioritises design outcomes that are informed by the natural landscape.

1.5.2 Design Principles

Aligning with the Design Philosophy, the FMP proposes three clear principles for the design.

Be Resourceful

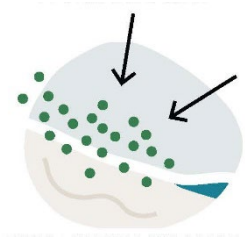
Make the most of existing infrastructure and find creative solutions within the project constraints.



This principle aims to build on existing assets. For example, retaining current car parks and prioritising easy-to-implement solutions, like formalised roadside parking or adaptive reuse of the existing Surf Life Saving Club building, minimises the need for new infrastructure and costly service upgrades. This approach also reduces the visual impact of car parking, enhances user experience, and aligns with the City's Transport and Access Strategy goals for promoting active transport options.

Embrace the Landscape

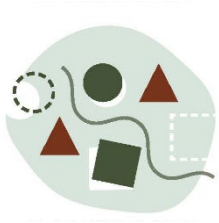
Design harmoniously with the natural landscape, enhancing and respecting the unique character of Yanchep Lagoon.



This principle aims to celebrate the site's unique character, including its natural slope and vegetation. For example, prioritising the protection and conservation of the remnant landscape, offering a distinctive foreshore experience with walking trails, lookouts, and interpretive features that allow visitors to connect with the site's natural beauty.

Design with Care

Approach built interventions thoughtfully, prioritising the well-being of users and the environment.



This principle involves understanding the needs, behaviours, and comfort of users, including both people and ecological communities. The design considers factors such as environmental conditions, connections, views to the surrounding landscape, and material choices to enhance well-being and reduce environmental impact. It seeks to create environments that are functional and aesthetically pleasing, while working towards improved health, inclusivity, and sustainability outcomes.

1.6 Implementation

An Implementation Schedule has been developed as part of the FMP to ensure that:

- Efforts to implement the FMP are focused, specifically in the Pre-Construction phase where requirements are subject to refinement (i.e. Detailed Design for the Boardwalk)
- All actions related to the implementation are coordinated and executed to the standard expected by the City and the project-relevant authorities.
- Outcomes are monitored, adequately documented and communicated with action taken where necessary.
- Criteria for completion, including obligations, are defined.

This document is provided as Appendix D.



2. STATUTORY, PLANNING AND POLICY CONTEXT

2.1 Compliance

The FMP demonstrates detailed compliance with relevant Local, State, and Federal statutory documents, plans, and policies and was developed with consideration to the following planning and policy framework principles.

2.1.1 Planning and Development Act 2005

The FMP must comply with the *Planning and Development Act 2005*, which governs land use planning and development in Western Australia. In accordance with this legislative framework, the FMP is required to:

- Establish a comprehensive land-use strategy that aligns with the broader regional and local planning schemes, ensuring that development proposals and management actions for the foreshore area support sustainable land use and environmental protection.
- Include assessments of environmental impacts, considering the ecological, social, and economic factors relevant to the foreshore and its adjacent areas.
- Be guided by stakeholder engagement and consultation processes, allowing for community input, and addressing public interests.
- Identify and articulate specific planning controls, development standards, and guidelines that regulate activities within the foreshore zone, ensuring that any proposed developments adhere to the principles of orderly and proper planning as stipulated in the Act.

2.1.2 State Planning Strategy 2050

The FMP must comply with the *Western Australia State Planning Strategy 2050*, which provides a long-term vision for sustainable growth, development, and land use across the state. To align with this strategy, the FMP is required to:

- Promote sustainable development principles that enhance the environmental, social, and economic value of the Yanchep Lagoon area. This includes ensuring that land use and management practices protect and conserve natural ecosystems, such as the lagoon and surrounding habitats, while providing for recreational and tourism opportunities that benefit the community.
- Incorporate strategies for climate resilience and adaptation, addressing projected impacts of climate change, such as sea level rise and increased storm frequency, in line with the State Planning Strategy's objectives for sustainable and resilient communities.
- Facilitate the integration of infrastructure planning, ensuring that transport and access improvements connect the foreshore to surrounding areas and support local communities.
- Involve local stakeholders to reflect their needs and aspirations, fostering a sense of ownership and stewardship for the lagoon area.

2.1.3 Liveable Neighbourhoods

Liveable Neighbourhoods (WAPC 2007), aims to create sustainable, vibrant, and community-oriented developments. In line with this policy, the FMP is required to:

- Promote accessibility, connectivity, and inclusivity within the foreshore area, ensuring that the layout and design support walkability and active transport options such as cycling and pedestrian pathways.
- Incorporate public spaces that foster social interaction, recreational activity, and a sense of community, with amenities like seating, shade structures, and accessible pathways designed to invite a diverse range of visitors.
- Prioritise public safety and environmental sustainability by integrating natural landscaping, low-impact infrastructure, and clear access points that allow for seamless connections to surrounding residential areas.
- Consider multi-purpose and flexible spaces that support both recreational and social functions while aligning with environmental preservation goals.

2.1.4 State Planning Policy 1 - State Planning Framework

State Planning Policy 1 - State Planning Framework establishes the overarching principles and guidelines for land use planning in Western Australia. In alignment with this policy, the FMP will:

- Integrate land use and environmental planning to promote sustainable development outcomes that reflect local and regional priorities. This involves assessing and addressing potential land use conflicts, ensuring that the foreshore area supports both environmental conservation and recreational activities while maintaining public access.
- Ensure consistency with state and regional strategies, including environmental protection measures and community development goals, while promoting coordinated decision-making among various stakeholders.
- Include clear objectives and strategies for managing and protecting coastal environments, reflecting the need for ecological sustainability, risk management, and community engagement in planning processes.

2.1.5 State Planning Policy 3.0 - Urban Growth and Settlement

State Planning Policy 3.0 - Urban Growth and Settlement provides guidelines for managing urban growth and ensuring sustainable and orderly settlement patterns across Western Australia. To align with this policy, the FMP is required to:

- Facilitate the integration of land use planning for the foreshore area with broader urban growth strategies in the Yanchep region. This includes identifying the lagoon as a key asset that can enhance community liveability and character, while also addressing the demands of increasing population and development pressures.
- Promote sustainable development principles by ensuring that any proposed developments around Yanchep Lagoon are appropriately scaled and designed to complement the natural landscape and existing community infrastructure.
- Outline strategies for creating well-connected public spaces that enhance accessibility and foster community interaction, emphasising the importance of active transport options such as walking and cycling.
- Consider environmental sustainability and resilience against climate change, ensuring that urban growth does not compromise the ecological integrity of the lagoon and surrounding areas.

2.1.6 State Planning Policy 7.0 - Design of the Built Environment

State Planning Policy 7.0 - Design of the Built Environment aims to ensure high-quality design in the built environment that enhances the overall character and functionality of places. To align with this policy, the FMP is required to:

- Establish design principles and guidelines that promote aesthetically pleasing and context-sensitive development within the foreshore area. This includes considerations for site planning, building orientation, materials, and landscaping that complement the natural landscape and cultural heritage of Yanchep Lagoon.
- Emphasise the importance of creating accessible, inclusive, and safe public spaces that encourage community interaction and recreational use while being sensitive to the ecological values of the lagoon.
- Support sustainable design practices that incorporate environmental considerations, such as energy efficiency, water conservation, and the use of native vegetation in landscaping.
- Encourage innovative design solutions that enhance resilience against climate change and natural hazards, contributing to the long-term sustainability of the foreshore area.

2.1.7 Department of Transport (DoT) Long-term Cycle Network

The Department of Transport's Long-term Cycle Network outlines a vision for developing an integrated and efficient cycling network across Western Australia. To align with this strategy, the FMP is required to:

- Incorporate designated cycling routes that connect Yanchep Lagoon to the broader regional cycle network, including Capricorn Tourist Precinct and Yanchep City, ensuring seamless access for cyclists, and promoting cycling as a sustainable mode of transportation.
- Identify and incorporate key linkages to existing and planned cycling infrastructure, prioritising routes that enhance connectivity to surrounding neighbourhoods, recreational areas, and transport hubs.
- Include the design and implementation of safe cycling pathways, incorporating features such as appropriate signage, wayfinding, and traffic management measures and amenities for cyclists, like secure bike parking and rest areas.

2.1.8 City of Wanneroo Active Transport & Cycle Plan

The City of Wanneroo's Active Transport & Cycle Plan 2022/23 to 25/26 provides vision and key objectives for developing an integrated Active Transport and Cycle Plan across the city. To align with this strategy, the FMP is required to:

- The overall goal of the Plan is to create a safe, connected and reliable active transport environment that is attractive to all potential users; that provides a credible alternative to vehicle use for local trips of 0 - 10km, recreational trips and commuting between the home, workplaces, regional / district facilities and schools. The Plan considers that the key active transport modes within the City will include walking and cycling (incl. eBikes and eRideables).
- The Plan will assist people to move around easily (SCP Priority 5.4) and feel safe in public places (SCP Priority 5.5) by delivering infrastructure and strategies that encourage the community to consider active transport modes of transport as a sustainable alternative to the car. Further, the Plan also assists toward achieving the City's Transport Strategy 2019/20 goal of 'Creating a balanced and sustainable transport future', with links to the following principles of the Strategy:
    - Principle two: Pedestrian first environments

- Principle three: Prioritised cycle network
- Principle six: Well-connected employment precincts
- Principle seven: Travel behaviour change
- Principle eight: Embracing technological change

2.1.9 City of Wanneroo Reconciliation Action Plan (RAP) 2025 - 2027

The City of Wanneroo's RAP 2025-2027 sets a clear direction: to deepen relationships, heighten respect, generate opportunities and institutionalise governance around reconciliation with Aboriginal and Torres Strait Islander peoples. Through a comprehensive set of actions – from cultural protocols, language use, employment and procurement reforms to truth-telling and community-led programs – the City is positioning reconciliation as integral to its work, not peripheral. For the FMP, this means that attention to Indigenous cultural priorities, consultation, naming, business inclusion and storytelling are not just nice-to-haves, but align with the City's strategic commitments.

The FMP proposes embedding Indigenous cultural knowledge, place-based narratives and local flora/landscape responses; the RAP offers key alignment opportunities:

- It signals a commitment by the City to *honour Traditional Owners and cultural knowledge*, which means design proposals (for example at coastal or cultural precincts) will be viewed favourably when they reflect local Aboriginal heritage, language, land-care practices.
- The actions relating to Noongar naming, truth-telling, cultural learning and local First Nations business engagement can be woven into tender or project documentation — giving a strategic advantage by referencing how FMP design links to the City's reconciliation framework.
- For landscape architecture and public realm works, referencing the RAP's priorities helps strengthen justification for including Aboriginal-led cultural consultation, naming strategies, local First Nations flora/species, and co-design with Elders or custodians.

The FMP will build upon this through further engagement with Whadjuk Noongar Traditional Owners.

2.1.10 City of Wanneroo Access and Inclusion Plan (currently under review)

The City of Wanneroo's Community Development Plan 2021/22–2025/26 functions as its current Access and Inclusion Plan, setting out a city-wide commitment to creating healthy, connected and inclusive communities and meeting WA Disability Services Act requirements across the seven Disability Access and Inclusion outcome areas. Within this framework – reinforced by the Council Plan 2025–2035 and the Visitor Economy Strategy 2025–2030 – the Yanchep Lagoon precinct is expected to be planned and delivered as an age-friendly, universally accessible coastal destination. This means prioritising equitable access to outdoor spaces, buildings, paths and public transport; designing inclusive events, information and wayfinding; recognising the needs of people with disability and other priority groups; and using place-based, co-designed approaches so that Yanchep Lagoon is welcoming, safe and meaningful for all members of the community, including residents, visitors and Traditional Owners.

2.1.11 Yanchep-Two Rocks District Structure Plan (DSP)

The *Yanchep-Two Rocks District Structure Plan* (DSP) provides guidance for development in the Yanchep area, including Yanchep Lagoon. Under this plan, Yanchep Lagoon is zoned for "Parks and Recreation" and designated as a "District Beach." A District Beach is defined as a beach that serves residents within the district and typically includes facilities such as 150 car parking bays, toilets, grassed areas, shade structures, picnic facilities, a kiosk or deli, playground, and lighting. It is noted

that the City's Coastal Management Plan defines Yanchep Lagoon as a "Regional Beach" due to its popularity. For the purpose of the FMP, Yanchep Lagoon is considered a "District Beach" and aligns with the DSP requirements to:

- Comply with the City's Yanchep-Two Rocks Foreshore Management Plan 2007 and State Coastal Planning Policy SPP 2.6.
- Include a continuous shared foreshore path and identify suitable locations for public beach access and facilities.
- Appropriately manage areas of unique landscape, ecological, and cultural significance.
- Protect natural habitats, particularly areas of high ecological value.
- Develop public places, facilities, and beach access within the foreshore reserve in ways that preserve the area's ecological values.
- Concentrate development within designated nodes in the foreshore reserve.

2.1.12 Environmental Protection and Biodiversity Conservation Act 1999

The *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC 1999) is the primary piece of federal legislation for the protection of nationally significant environmental and heritage values in Australia. To align with this Act, the FMP is required to:

- Identify and protect any matters of national environmental significance (MNES) that may be present in the Yanchep Lagoon area, such as threatened species, ecological communities, or migratory species.
- Assess the potential impacts of proposed activities or developments on these MNES and, where necessary, refer the project to the federal Department of Climate Change, Energy, the Environment and Water for assessment and approval under the EPBC Act 1999.
- The plan should outline strategies for avoiding, minimising, or offsetting environmental impacts, such as habitat restoration, pollution control, and implementing buffer zones around sensitive areas.
- Promote ongoing monitoring and adaptive management practices to ensure the long-term protection of biodiversity and ecological values.
- Make an effort to raise awareness about the importance of preserving MNES and incorporate local and Indigenous knowledge into conservation efforts.

2.1.13 Environmental Protection Act 1986

The FMP must comply with the *Environmental Protection Act 1986* (EPA). To align with this Act, the FMP must ensure that all activities and developments within the foreshore area are conducted to minimise environmental harm and comply with the relevant environmental approvals and regulations, including:

- Conducting environmental impact assessments to identify potential risks to air, water, soil, and biodiversity, ensuring that these risks are adequately mitigated.
- Outlining strategies for managing pollution, controlling waste, and protecting sensitive habitats including the dunes and marine environment.
- Incorporating monitoring and reporting mechanisms to track environmental changes over time and ensure compliance with the conditions set by regulatory bodies.
- Providing opportunities for stakeholders, including residents and Indigenous groups, to participate in the planning and management process.

2.1.14 Biodiversity Conservation Act 2016

The *Biodiversity Conservation Act 2016* (WA) provides the legislative framework for the conservation of biodiversity and the protection of threatened species and ecological communities in Western Australia. To align with this Act, the FMP is required to:

- Identify and protect native species and ecological communities within the Yanchep Lagoon area, particularly those that may be listed as threatened under the Act.
- Include an assessment of biodiversity values in the foreshore area, identifying critical habitats, rare or endangered species, and ecological communities that may be vulnerable to development or land use changes.
- Outline specific conservation measures, such as habitat restoration, protection of key biodiversity corridors, control of invasive species, and strategies for managing the impacts of climate change on local ecosystems.
- If the foreshore area includes species or habitats listed under the *Biodiversity Conservation Act 2016*, the FMP must ensure that all actions follow the relevant provisions of the Act, including obtaining necessary approvals for any activities that could impact listed species or communities.
- Include monitoring and reporting mechanisms to assess the health of biodiversity over time and adapt management strategies as needed.

2.1.15 State Planning Policy 2.0 - Environment and Natural Resources

State Planning Policy 2.0 - Environment and Natural Resources aims to promote sustainable management of the environment and natural resources in Western Australia. To align with this policy, the final FMP is required to:

- Assess and protect the natural resources and environmental values of the Yanchep Lagoon area, including its ecosystems, biodiversity, and water resources. This includes identifying key environmental assets, such as reefs, dune habitat, and native vegetation, and implementing management strategies that mitigate potential impacts from development, recreational activities, and pollution.
- Promote conservation practices, including habitat restoration and the establishment of buffer zones, to enhance ecological resilience and biodiversity.
- Incorporate best practices for managing land use in a way that minimises degradation of natural resources and recognises the importance of sustainable practices for future generations.
- Be developed through engagement with the community and stakeholders to ensure that local knowledge and values inform environmental management decisions.

2.1.16 State Planning Policy 2.8 - Bushland Policy for Perth Metropolitan Region

This Policy provides a statutory policy and planning framework for addressing bushland protection and management issues in the Perth Metropolitan Region. The policy recognises the protection and management of significant bushland areas as a fundamental consideration in the planning process. Most of the foreshore is part of Bush Forever area 397, and as such, proposals should ensure that all reasonable steps have been taken to avoid, minimise or offset any likely adverse impacts on regionally significant bushland in accordance with section 5.1.1 of SPP 2.8.

The FMP proposes rehabilitation and restoration of the coastal foreshore, alongside the provision of recreational amenities. These proposed management actions and uses generally align with the purpose of the foreshore's reservation under the MRS for Regional Open Space.

It should be noted that proposals that involve clearing native vegetation in Bush Forever areas are not exempt from the requirement for development approval under the MRS (excepting public works undertaken by the City of Wanneroo).

2.1.17 Bush Forever Policy and Program

The *Bush Forever Policy and Program* provides a framework to ensure that bushland protection and management issues in the Perth Metropolitan Region are effectively addressed and integrated with broader land use planning and decision-making. Its goal is to secure long-term protection of biodiversity and related environmental values.

Yanchep Lagoon is recognised as a regionally significant area, due to the impact of foreshore vegetation in the formation and stability of the dune system and the high diversity of its flora communities. The foreshore reserve is designated as Bush Forever Site No. 397 and includes vegetation representative of the Quindalup Vegetation Complex.

As the foreshore reserve is part of an existing “Parks and Recreation Reserve” under the MRS, planning and implementing the FMP must align with Bush Forever Practice Note 14 (Government of Western Australia 2000b).

2.1.18 State Planning Policy 3.4 - Natural Hazards and Disasters

State Planning Policy 3.4 - Natural Hazards and Disasters, which provides guidance on managing risks associated with natural hazards such as flooding, erosion, and bushfires in land-use planning. To align with this policy, the FMP is required to assess the potential natural hazards affecting the Yanchep Lagoon area and incorporate strategies to mitigate these risks in the planning and management processes. This includes conducting a thorough risk assessment to identify vulnerable areas, as well as evaluating the potential impacts of climate change on these hazards. To comply with this policy, a bushfire management plan has been developed, providing preliminary guidance to the proposed design outcomes within the PFMP.

2.1.19 State Planning Policy 3.7 - Planning in Bushfire Prone Areas

State Planning Policy 3.7 - Planning in Bushfire Prone Areas aims to reduce the risk of bushfire to life, property, and the environment through effective planning and management. To align with this policy, the FMP is required to:

- Identify and assess the bushfire risk within and surrounding the Yanchep Lagoon area, taking into consideration the specific vegetation types, topography, and climatic conditions that could influence fire behaviour. The plan must incorporate measures to mitigate bushfire hazards, such as managing vegetation density and fuel loads between existing development areas, promoting fire-resilient landscaping, and ensuring adequate access for emergency services. To comply with this policy, a bushfire management plan has been developed, providing preliminary guidance to the proposed design outcomes within the FMP via provision of bushfire hazard mapping.
- Include provisions for ongoing monitoring and management of bushfire risks, ensuring that any new developments or changes in land use are compatible with bushfire safety principles of the Yanchep-Two Rocks District Structure Plan.

2.1.20 State Planning Policy 2.6 - Coastal Planning

The FMP is required to comply with the directives of Western Australia's *State Planning Policy 2.6 – Coastal Planning* by implementing measures to ensure sustainable coastal development, protect natural assets, and address coastal hazard risks.

This includes conducting a Coastal Hazard Risk Management and Adaptation Planning (CHRMAP) assessment to identify potential risks from erosion, sea level rise, and extreme weather events and to establish strategies that mitigate these risks for public safety and infrastructure. Concurrently with the development of the PFMP, the CoW is undertaking a detailed coastal management study to guide the future development of Yanchep Lagoon and comply with SPP 2.6.

To comply with SPP 2.6, the FMP must:

- Prioritise the preservation of natural coastal processes and biodiversity, ensuring that developments and interventions do not disrupt natural sand movement, erosion patterns, or sensitive habitats.
- Demonstrate the management of public access and recreational amenities in a way that minimises environmental impact, creating access pathways, viewing platforms, and designated areas that enhance the public experience while protecting the foreshore ecosystem.
- Consider climate change adaptation, incorporating adaptive responses to sea level rise and potential asset relocation or retreat options where necessary.
- Outline regular monitoring and reviewing processes to track environmental changes and adjust the FMP in line with updated climate data.
- Engage with the community, including residents, Indigenous groups, and stakeholders
- Outline development control measures in accordance with SPP 2.6 setbacks, zoning regulations, and buffer zones, ensuring that land use near Yanchep Lagoon balances recreational use, tourism, and conservation.
- Define a governance structure to support implementation, clarifying roles and responsibilities among agencies to ensure accountability and effective management.

2.1.21 State Planning Policy 2.9 - Water

State Planning Policy 2.9 - Water was published on 16 December 2025 and became operational on 18 December 2025. It governs water resources and aims to protect, manage, and enhance water systems and their dependent ecosystems. To align with SPP 2.9, the FMP must:

- Ensure the sustainable management of groundwater resources, maintaining water quality and flow patterns to support local biodiversity and ecological health. This includes identifying and mitigating potential sources of pollution, runoff, or degradation that could impact water resources and ensuring the design does not exceed the City's groundwater allocation budget.
- Support sustainable drainage and stormwater management, including infrastructure or natural systems that can manage surface water without harming the ecosystem.
- Promote water-sensitive urban design principles where applicable, ensuring any infrastructure supports sustainable water use and enhances ecological resilience.

2.1.22 Perth Coastal Planning Strategy

The *Perth Coastal Planning Strategy* provides a framework for sustainable coastal development and management across the metropolitan region. To align with this strategy, the FMP is required to:

- Incorporate integrated coastal zone management principles that address the unique characteristics and challenges of the Yanchep Lagoon area. This includes identifying coastal hazards such as erosion, flooding, and the impacts of climate change, and developing strategies to mitigate these risks while protecting the natural environment.

- Promote sustainable land use that balances ecological protection with recreational and tourism opportunities, ensuring that development enhances public access to the foreshore while minimising environmental impacts.
- Address issues related to biodiversity conservation, water quality, and the preservation of coastal ecosystems, as outlined in the Perth Coastal Planning Strategy.
- Involve engagement with local stakeholders and Indigenous communities in the planning process to incorporate their knowledge and values into the management of the lagoon.

2.1.23 State Planning Policy 3.5 - Historic Heritage Conservation

State Planning Policy 3.5 - Historic Heritage Conservation aims to conserve and protect places of historical and cultural significance. To align with this policy, the FMP is required to:

- Identify and assess any historic heritage sites, landscapes, or values within the Yanchep Lagoon area that may be impacted by development or land use changes. This includes aligning with existing heritage assessments and listings to ensure that significant Aboriginal and European cultural sites are recognised and appropriately managed.
- Include strategies to protect and conserve these heritage values, such as establishing buffers around significant sites, implementing guidelines for development that may affect heritage areas, and promoting awareness of the cultural significance of the lagoon among the community.
- Facilitate community engagement and collaboration with relevant stakeholders, including Aboriginal communities and heritage organisations, to ensure that local knowledge and perspectives inform heritage conservation efforts.

This FMP is informed by an Aboriginal Archaeological and Ethnographic Heritage Survey undertaken by Archae-Aus in September 2025, which provides invaluable insights into the heritage values of the YLP. The engagement with the City's Aboriginal and Torres Strait Islander Community Reference Group – Ni Kadadjiny Koort is ongoing.

2.1.24 City of Wanneroo Local Biodiversity Strategy

The *City of Wanneroo Local Biodiversity Strategy* aims to protect and enhance local biodiversity through effective planning and management practices. To align with this strategy, the FMP is required to:

- Identify and assess the significant flora, fauna, and ecosystems present within the Yanchep Lagoon area, recognising their ecological value and the threats they face.
- Include specific strategies for the conservation and restoration of natural areas, such as implementing buffer zones, promoting native vegetation planting, and controlling invasive species that may threaten local biodiversity.
- Outline actions to improve habitat connectivity, ensuring that wildlife can move freely between different areas within and adjacent to the foreshore.

A detailed flora and fauna survey has been completed by Natural Area for the FMP, and key findings and recommendations have been incorporated into this draft document.

2.1.25 Metropolitan Region Scheme

The MRS is currently being transitioned under the Planning and Development Amendment (Metropolitan Region Scheme) Act 2024; this FMP has been prepared having regard to the reservations and provisions expected to apply under the amended Scheme.

Under the MRS, the majority of the site is reserved for Regional Open Space and designated as a Bush Forever area. Portions of this Bush Forever area (site 397) fall within the Waterways reserve. Three areas along the eastern boundary fall within the Urban zone, currently used for local recreation and conservation purposes. There are four historic privately owned lots within the dunes – each accommodating a single dwelling – that are zoned Rural and form part of this same Bush Forever area.

In accordance with section 6 of the Planning and Development Act 2005, the City of Wanneroo does not need to obtain approval under the MRS when undertaking public works. However, the City must still have regard to the purpose and intent of the MRS and must consult with the WAPC in accordance with section 6(2) and (3) of the Act prior to undertaking that work.

Development by others such as the Beach Bar and other retail buildings on Reserved land may require development approval from the WAPC in accordance with the MRS. Development on Urban and Rural zoned land may require approval under the City of Wanneroo District Planning Scheme No. 3.

2.2 Existing Approvals

Several uses and structures within the YLP are already approved and operational under existing planning and land tenure arrangements. This section outlines what is currently in place, and what the FMP anticipates may change in future.

Existing operational approvals

- The Surf Life Saving Club (SLSC) building is an existing, approved structure within The Settlement Sub-Precinct. The FMP does not propose to alter its approved use, though the building's condition and capacity are discussed further in Section 4.
- Formalised parking along Brazier Road, constructed in 2016 adjacent to the Old Surf Club and Mary Lindsay Homestead, is existing approved infrastructure. The FMP proposes further redesign of this parking (refer Section 4) but does not change its approved use as a car park.
- The Brazier Road bus trial (Transperth Route 494), currently operating between the YLP and Yanchep Railway Station, is a time-limited trial arrangement rather than a permanent one. Its continuation or expansion would support the implementation of the FMP but requires an agreement with Transperth, which is not currently in place.
- The four privately owned Rural-zoned lots within the dunes each accommodate a single existing dwelling. These are established residential uses and sit outside the FMP area.
- The three Urban-zoned areas along the eastern boundary are currently used for local recreation and conservation purposes under existing arrangements.

Anticipated changes under the FMP

The FMP does not propose to change the underlying land tenure or zoning of the reserved, Urban, or Rural-zoned land described above. The changes anticipated are:

- Redevelopment and formalisation of parking and public realm areas (e.g. Brazier Road), building on the existing approved use of that land.
- Introduction of new public works (e.g. the boardwalk linking The Settlement and Mary Lindsay Homestead, walkways/lookouts at Dune Park) on reserved land, undertaken by the City under the section 6 exemption described above.

- Introduction of new private development (e.g. the Beach Bar and Family Café) on reserved land, which will require separate WAPC development approval as described above — these are new uses, not continuations of an existing approval.
- Potential addition of a roof-top public viewing deck to the existing SLSC, subject to suitability of the structure and market / community demand.
- No change is proposed to the four privately owned Rural-zoned dwellings; these are expected to continue under their existing approvals for the life of the FMP.

Managing the transition

Where new public or private works are proposed on or adjacent to land with an existing operational use (such as the Brazier Road parking area or the SLSC building), the City will manage the transition through its standard construction staging and community consultation processes described in Section 5 (Implementation), to minimise disruption to existing users during the changeover.



3. EXISTING ENVIRONMENT

3.1 Climate and Rainfall

Yanchep Lagoon is located within the Perth region, which experiences a Mediterranean climate characterised by warm, dry summers and mild, wet winters. During the summer months, high-pressure systems predominantly influence the weather, while in winter, low-pressure systems passing to the south bring most of the region's annual rainfall. These systems are often accompanied by cold fronts, leading to storm activity.

The average temperatures in Yanchep Lagoon area range from a winter low of approximately 9°C to a summer high of 32°C (Figure 3). Most of the rainfall occurs in winter, with the area receiving an annual average of approximately 790mm (Figure 4). Notably, rainfall in the Perth region has experienced a significant decline since the mid-20th century due to anthropogenic climate change.

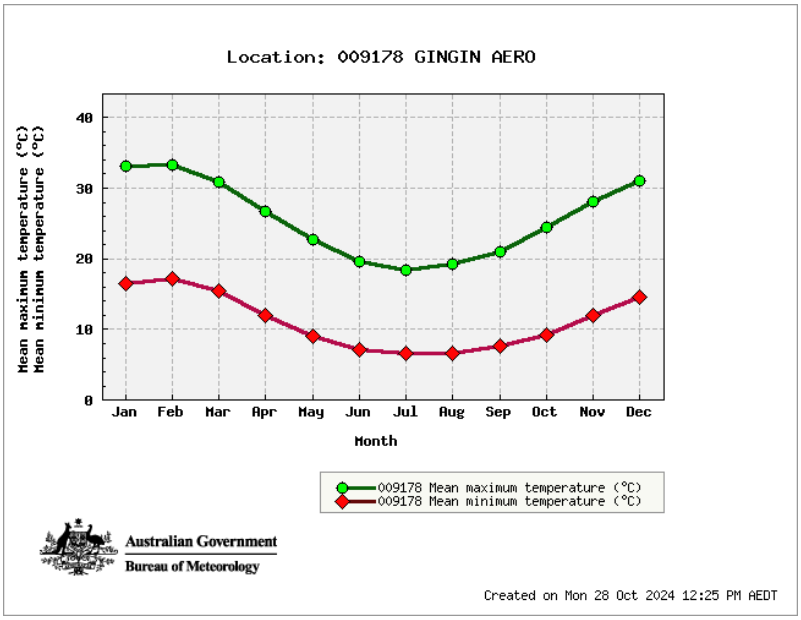


Figure 3. Mean maximum and minimum monthly temperatures recorded at Gingin weather station, approximately 20km from Yanchep Lagoon.

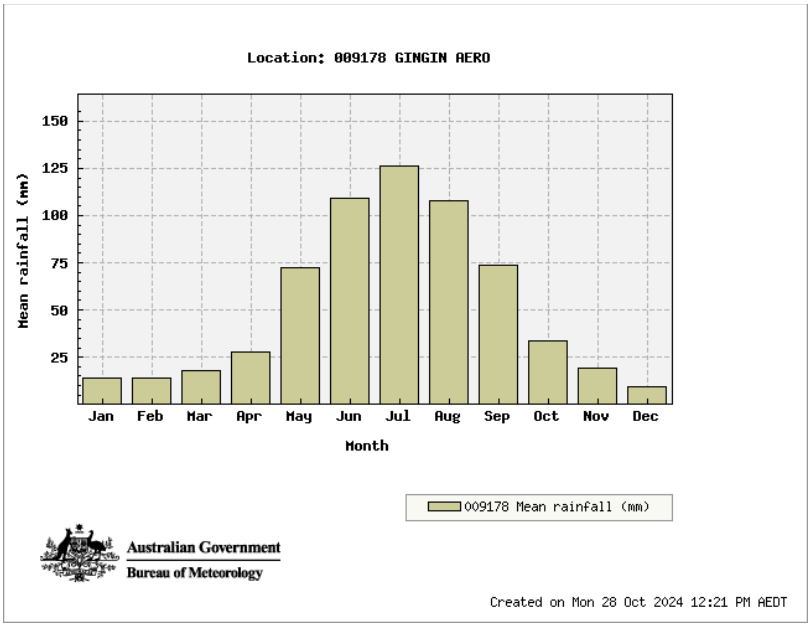


Figure 4. Mean rainfall recorded at Gingin weather station, approximately 20km from Yanchep Lagoon.

Wind patterns significantly influence the geomorphology of Yanchep's dune system. In summer, wind patterns are typically dominated by easterly winds in the morning, followed by south-westerly sea breezes in the afternoon (Figure 4). In contrast, winter winds associated with storm events usually begin with north-westerly gales, shifting to westerly and south-westerly directions (Figure 5). Further details relating to the impact of wind erosion are detailed in the Environmental Management Plan (Appendix E, Section 2.8ff).

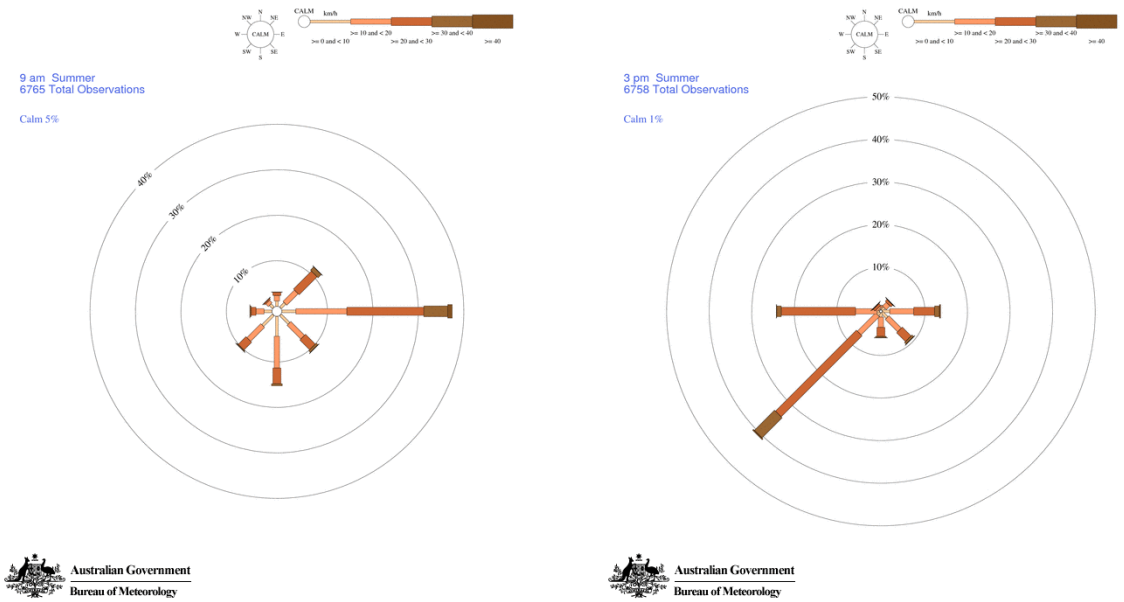


Figure 5. Wind roses depicting Perth wind conditions during Summer at 9 am (left) and 3 pm (right).

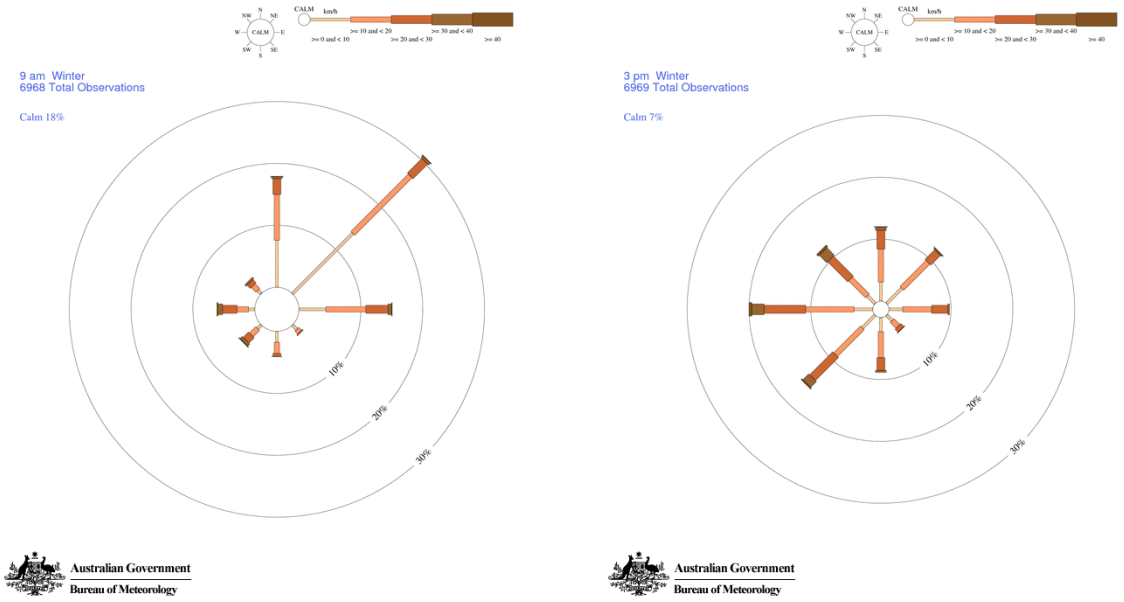


Figure 6. Wind roses depicting Perth wind conditions during Winter at 9 am (left) and 3 pm (right).

3.2 Flora

The following summary was provided by Natural Area, who were engaged to undertake a desktop assessment, detailed flora survey, and a targeted flora survey within Yanchep Lagoon. These surveys were undertaken across the area to update previous flora surveys and to assist with the development of the Yanchep Lagoon Foreshore Management Plan.

Further information about the survey methodology and results can be found in the "Detailed and Targeted Flora Survey Report" (Part of Appendix E, Sections 3 and 4).

<u>The Detailed Flora Survey Findings:</u>

- A total of nine vegetation types were recorded, which can be broadly grouped into four different areas: coastal dunes on unconsolidated soils, inland dunes on consolidated soils, shallow soils over limestone, and limestone cliffs.
- No declared pests or Weeds of National Significance were recorded.
- The conditions of the site ranged from completely degraded to excellent.
- *Santalum acuminatum* (Quandong) was recorded in high abundance across the site, present within the secondary dune systems and within the taller inland dunes on semi-consolidated sands. This species is of cultural significance to the Whadjuk people.

<u>The Targeted Flora Survey Findings:</u>

- One conservation significant flora species was recorded across the site: *Conostylis candicans* subsp. *calcicola* intergrade *C. pauciflora* subsp. *euryrhipis* (Priority 4).
- Two priority ecological communities were identified within the site:
    - Coastal shrublands on shallow sands, southern Swan Coastal Plain ('floristic community type 29a')
    - Acacia shrublands on taller dunes, southern Swan Coastal Plain ('floristic community type 29b')

- There is the potential for one threatened ecological community listed under the Environment Protection and Biodiversity Conservation Act 1999 (Cth) (EPBC Act): Honeymyrtle shrubland on limestone ridges of the Swan Coastal Plain Bioregion. This is currently listed as Critically Endangered under the EPBC Act.

3.3 Fauna

The following summary was provided by Natural Area, who were engaged to undertake a desktop assessment, detailed fauna survey, and a targeted fauna survey within Yanchep Lagoon. These surveys were undertaken across the area to update previous fauna surveys and to assist with the development of the Yanchep Lagoon Foreshore Management Plan.

Further information about the survey methodology and results can be found in the "Detailed and Targeted Fauna Survey Report" (Part of Appendix E, Sections 3 and 4).

The Detailed Fauna Survey Findings:

- Nine different fauna habitat types within the Yanchep Lagoon site.
- A total of 51 vertebrate fauna species were recorded during the field surveys, comprising 27 birds, 7 mammals, and 17 reptiles.
- One conservation-significant fauna species was observed: Crested Tern (Thalasseus bergii) listed as a Migratory (MI) species under the BC Act and protected under an international agreement.
- While no other species recorded were of conservation significance, habitat types within the site are likely able to support populations of Quenda (Isoodon fusciventer) and Black-striped Burrowing Snakes (Neelaps calonotos), as well as migratory shorebirds along the beachfront.
- Six introduced species present, including two declared pests:
    - Red Fox (*Vulpes vulpes)
    - Rabbit (*Oryctolagus cuniculus)
- A total of four potential black cockatoo habitat trees within the site, none of which had hollows (unsuitable for black cockatoo breeding).
- No evidence of black cockatoo roosting recorded within the site.
- No evidence of black cockatoo foraging recorded within the site.

3.4 Land Use

3.4.1 Historic Use

The Lagoon is situated on the Country of the Yued and Whadjuk Peoples, for whom the beach, reef, and dune system hold deep cultural significance. For thousands of years, the Yued and Whadjuk Peoples have lived on and cared for the lands and waters surrounding the Lagoon. Additional information about the site's Aboriginal heritage is detailed in Section 3.8, and the Archae-Aus Report appended to this report.

As a result of colonisation, the Yued and Whadjuk Peoples were displaced from much of their lands, including the area around Yanchep Lagoon. In 1894, this land, known as Yanchep Estate, was granted to the Midland Railway Company (MRC) following the construction of the Geraldton line. In 1926, Mary Lindsay purchased approximately 23,000 acres from the MRC, including the subject site. That same year, a timber-framed homestead, now known as the Mary Lindsay Homestead, was constructed and remains extant today. During its time as a homestead, the property was grazed by cattle, sheep, and horses, as evidenced by the poor vegetation visible in early aerial photographs (Figure 7). In 1927, Mary Lindsay built a hostel and store to serve seasonal cray fishers, located at

what is now Fisherman's Hollow. During the Second World War, the property was taken over by the military and used to accommodate VIP guests and military personnel. In 1956, the property was leased to Brownes Dairy for cattle grazing. Later that year, it was sold to the Wydgee Pastoral Company, which continued agricultural use. Subsequently, the land was sold to Alan Bond, who began developing it as a residential and tourist precinct. Portions of the land, including the Lagoon, Fisherman's Hollow, and the extant homestead, were eventually vested to the City of Wanneroo.



1965: Mary Lindsay Homestead is present to the north. Fisherman's Hollow features a collection of huts for accommodation. Tracks along the foreshore remain unsealed.



1977: The store, now occupied by Orien Café, has been constructed. Fisherman's Hollow has been converted to a park. The southern section of Brazier Road is sealed.



1985: The full extent of Brazier Road is sealed. The Old Surf Life Saving Club is present.



2006: Additional parkland is present along the foreshore. Significant residential development occurs in the surrounding area.

Figure 7. Series of aerial photography taken of Yanchep Lagoon between 1965 and 2006. Source: Landgate

3.4.2 Current Use

The area, vested in the City of Wanneroo, falls under State Government tenure, and is zoned for public recreation. A portion of the site adjacent to Brazier Road is designated as an A-class reserve (Map 1).

Between 2014 and 2017, the foreshore underwent several stages of development. These began with the extension of Capricorn Avenue to service new residential areas and significant upgrades to Brazier Road. In 2016, construction started on formalised parking adjacent to the Old Surf Club and Mary Lindsay Homestead. By 2017, a new surf life-saving club in The Settlement sub-precinct and a park adjacent to Mary Lindsay Homestead were completed (Figure 8).



2014: Brazier Road (south) was upgraded, including the addition of parking at Fisherman's Hollow and the roundabout connecting Wilkie Avenue.



2015: Capricorn Avenue is extended to meet Brazier Road.



2016: Brazier Road car parks are constructed.



2017: The SLSC and Mary Lindsay Homestead park are completed.

Figure 8. Series of aerial photography depicting recent development within the foreshore.

There are several lease-holding agreements within the foreshore, including the recently upgraded Orien Café and a new food and beverage offering to be developed on the old surf lifesaving club site. Additionally, several private residential lots sit within the subject area, between Mary Lindsay Homestead and the old Surf Life Saving Club.

The land use across Yanchep Lagoon has been identified by the Australian Bureau of Agricultural and Resource Economics and Sciences (ABARES) (2024) as primarily comprised of conservation and natural environments and intensive uses. Intensive uses have been identified as transport and communications (roads), services (recreation and culture), and residential and farm infrastructure (urban residential). The surrounding land uses in the YLP have been primarily indicated as intensive uses (transport and communications - roads) and intensive uses (residential and farm infrastructure – urban residential).

3.5 Geography

Yanchep Lagoon is situated along Western Australia's coastal plain within the Perth metropolitan region, approximately 50 kilometres north of Perth. This area is characterised by gently undulating topography, transitioning from low-lying coastal dunes near the shore to slightly elevated limestone ridges in the east. The lagoon lies in a natural cove protected by a limestone reef, which creates a calm, shallow water area along the beach. The coastal dunes at Yanchep Lagoon are part of the Quindalup Dune System, featuring a mixture of active and stable sand dunes. These dunes vary in height but are generally low, gradually rising a few meters above sea level as they extend inland.

There are two major stable dunes within the subject site, flanking Brazier Road; both reach high points of approximately 30m above sea level. It is evident that some sections of the dunes contain underlying limestone cap rock, the extent of which is subject to further geotechnical analysis.

3.6 Geology

Yanchep Lagoon is located within the Perth Basin, a significant sedimentary basin extending from the Yanchep region southward past Perth and offshore. Formed around 300 million years ago during the Paleozoic era, the Perth Basin developed through tectonic subsidence, leading to the accumulation of sedimentary layers, predominantly sandstone, shale, and limestone.

The geology of Yanchep Lagoon is characterised by the Tamala Limestone formation, a coastal limestone created from ancient marine sediments and the skeletal remains of marine organisms. Over time, natural processes such as wind, wave action, and groundwater flow sculpted this limestone into porous, karst-like features, including caves, sinkholes, and rugged coastal formations unique to the area. The lagoon itself is a coastal feature shaped by limestone reefs, which act as a natural barrier against strong ocean waves, creating a calmer and shallower marine environment.

The information below provides a high-level summary of the site's geology; further detail can be found in the Environmental Management Plan by Natural Areas (Appendix E, Section 2.7).

3.6.1 Caves and Karstic Features

Caves and karstic features have been identified and mapped across the City of Wanneroo, which has an extensive presence of these features associated with the Tamala limestone geology. Although LS1 geology is linked to Tamala limestone, karstic mapping conducted by the Western Australian Speleological Group indicates that Yanchep Lagoon is a low-risk karstic area (City of Wanneroo, 2022). In line with the City of Wanneroo Local Planning Policy 4.13: Caves and Karstic Features, a desktop geotechnical assessment and on-site investigation have been undertaken for the three development locations and is appended to this Masterplan. Further geotechnical investigation will be

required in any subsequent structure planning and design phases to assess potential risks outside of these areas.

3.6.2 Land Instability

Land instability risk has been assessed by DPIRD; five risk categories for land instability have been identified across Yanchep Lagoon, with the highest risk occurring near the limestone cliffs and dunes adjacent to the coastline. This is further described in the Environmental Management Plan prepared by Natural Area and appended to this report (Appendix E).

3.6.3 Hydrology

The Site is included in the Department of Water and Environmental Regulation's (DWER) online Perth Groundwater Atlas, which notes that there is no surface water found within the subject site and groundwater depths fluctuate seasonally. DWER data indicates that beyond the coastal margin, the shallowest groundwater occurs at Mary Lindsay Homestead with a minimum depth of five metres.

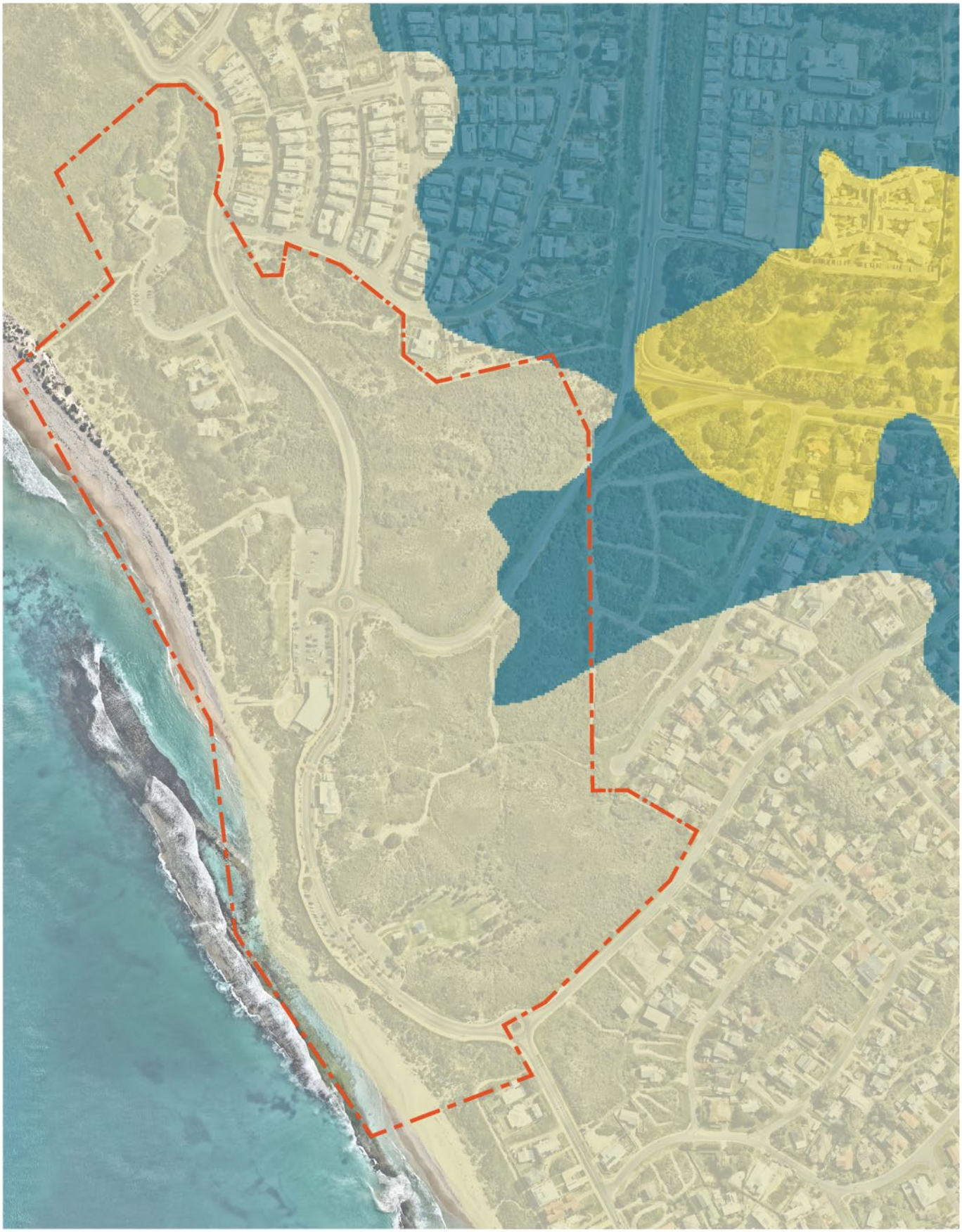
3.7 Soil

Broad-scale soil mapping suggests most of the site surface soils consist of calcareous sands with limestone outcropping (Map 2). Eight subsurface soil types were identified on site (Department of Primary Industries and Regional Development (DPIRD), 2022); these soil types are detailed and mapped in the Environmental Management Plan by Natural Areas appended. Further geotechnical investigations have also been undertaken to assess the suitability of the proposed new development areas. Based on results of this investigation, which are provided as part of Appendix F – Services Engineering Report, the site can be classified as an equivalent Class "A" provided that all unsuitable materials are removed and replaced with engineer-controlled sand fill materials in accordance with earthwork recommendations.

3.7.1 Acid Sulphate Soils

Acid sulphate soils are naturally occurring soils that contain iron sulphides, typically found in coastal mangrove and low-lying wetland areas. When these soils are disturbed or exposed to oxygen—often through drainage or excavation—the sulphides react with oxygen and water to produce sulfuric acid. This acid can leach into the surrounding environment, lowering the pH of soil and water and potentially causing harm to ecosystems, infrastructure, and water quality.

WAPC mapping indicates that acid sulphate soils are not known or expected within the vicinity of Yanchep Lagoon. The conditions at the site are not consistent with those that typically indicate the presence of acid sulphate soils. This is supported in the Environmental Management Plan (Natural Area, 2025, Appendix E) and the Services Engineering Report (JDSi, 2025, Appendix F), which is based on the Geotechnical Survey (Structerre, 2025) and states that "Acid Sulphate Soil mapping compiled by DWER indicates the Site is generally located within an area of "no risk of acid sulphate soils occurring within 3m of natural soil surface" (Refer Section 4.5, Appendix F).



YANCHEP LAGOON FMP
MAP 2. SURFACE SOIL

DATE: 21/11/25
REVISION: B

KEY

- Extent of FMP
- Calcareous Deep Sand
- Calcareous Shallow Sand
- Yellow Deep Sand

N

0 50 100 250m

DATA SOURCE: SOIL LANDSCAPE MAPPING - BEST AVAILABLE (DPIRD-027)

UDLA

3.8 Heritage

Yanchep Lagoon fringes the traditional Country of the Whadjuk People to the South and Yued People to the North, and the FMP area contains one registered Aboriginal Cultural Heritage site. Yanchep Beach (ID 17599) is listed as a creation/dreamtime narrative site with no gender or initiation restrictions. Limestone Reef (ID 17596), adjacent to Yanchep Beach, is also a creation/dreamtime narrative site with the same access permissions but is not situated within the FMP Area. No works are proposed in any sites which were registered with DPLH at the time of writing.

Yanchep Lagoon (ID 17949) is included on the Local Heritage Survey (DPLH-008). Additionally, three sites are listed on the Heritage List: Fisherman's Hollow (ID 17532), Lindsay Homestead (Well & Sheep Dip) (ID 14280), and Well & Sheep Dip (Lindsay Homestead) (ID 14297) (DPLH-090). The locations of these Aboriginal Cultural Heritage and European heritage sites are shown in Map 4.

In 2019, the City of Wanneroo conducted a due diligence assessment for the Yanchep Lagoon Master Plan (City of Wanneroo, 2019). This assessment found that the Masterplan was "silent on Aboriginal Heritage" and did not incorporate Aboriginal cultural heritage as a foundational element of Yanchep Lagoon's history. It strongly recommended further consultation with relevant knowledge holders and Elders, such as the Ni Kadadjiny Koort reference group, be undertaken for the proposal's development phases. This recommendation was reiterated by the PFMP developed in 2024 and included in the consultants' scope for the FMP development.

In September 2025, a Report of Aboriginal Archaeological and Ethnographic Heritage Survey for the Yanchep Lagoon Precinct was produced by specialist consultants Archae-Aus, following On-Country consultation with Traditional Owners. The archaeological and ethnographic survey was conducted concurrently with the participation of four (4) Whadjuk Noongar Traditional Owners, assisted by UDLA and City of Wanneroo personnel. All four Whadjuk Noongar Traditional Owners participated in all aspects of the ethnographic and archaeological survey and are aware of the results detailed in this report. Further consultation was conducted with a Noongar Knowledge Holder, identified as having specific knowledge about the Aboriginal Cultural Heritage of Fisherman's Hollow (ID 17532). This consultation occurred in November 2025, and confirmed the recommendations and insights provided by Whadjuk Noongar Traditional Owners and, importantly, confirmed the significance of Fisherman's Hollow, which led to an updated list of recommendations, as described in subsequent pages.

The report is provided as Appendix G to this FMP report. It has been submitted to Whadjuk Aboriginal Corporation (WAC) for review and comment; hence, it is currently in "Draft" status.



YANCHEP LAGOON FMP
MAP 3. HERITAGE AREAS

DATE: 21/11/25

REVISION: B

KEY

- Extent of FMP
- A Limestone Reef ID 17596
- B Yanchep Beach ID 17599
- C Lindsay Homestead ID1480
- D Lindsay Homestead (Well & Sheep Dip) ID14297
- E Fisherman's Hollow ID 17532
- Aboriginal Cultural Heritage Register
- Heritage List

N

0 50 100 250m

UDLA

3.8.1 Aboriginal Archaeological and Ethnographic Heritage Recommendations

The Archae-Aus report made the following recommendations:

1. Fisherman's Hollow is likely an Aboriginal site under section 5(b) of the AHA (1972). It is a sacred and ritual site, which is of importance and special significance to persons of Aboriginal descent. Section 39(3) of the AHA (1972) should also be considered, as the associated sacred beliefs are the primary considerations to be considered in the evaluation of the place.
2. Fisherman's Hollow is to be submitted to the Department of Planning, Lands and Heritage for assessment by the Aboriginal Cultural Heritage Committee.
3. Heritage approvals may be required from the Department of Planning, Lands and Heritage under Section 18 of the Aboriginal Heritage Act 1972, to undertake the ground works intersecting Fisherman's Hollow.
4. Ground-disturbing works within the Fisherman's Hollow Site should proceed with caution, as the identification of a single isolated surface artefact suggests the potential for subsurface cultural material. Targeted archaeological investigation is recommended prior to disturbance to assess and mitigate potential impacts.

The Whadjuk Noongar Traditional Owners and Knowledge Holders provided the following heritage management recommendations which are described in the Archae-Aus report and considered in the Implementation Schedule for this FMP:

5. Shovel Test Pitting (STP) should be conducted at Fisherman's Hollow and other locations within the Project Area identified as having potential for Aboriginal occupation, to assess the presence and extent of subsurface archaeological material (see Section Five, Map 7).
6. Two (2) Aboriginal Cultural heritage monitors should be engaged for ground-disturbance works within the Project Area as part of the Master Plan redevelopment, including for digging, excavation, trenching, piling and vegetation clearing.
7. Where feasible, sand and soil used for revegetation and other activities associated with the proposed works should be sourced locally to minimise disturbance and maintain landscape integrity.
8. The Yanchep Lagoon Precinct redevelopment should incorporate Aboriginal naming, interpretation, education, storytelling, and art within its design. Further consultation with the appropriate Noongar Knowledge Holders is required to guide the Aboriginal naming process across the precinct.
9. The City of Wanneroo should undertake cultural mapping of the Yanchep Lagoon Precinct to further understand Aboriginal use and history, and to inform future interpretation.
10. All Quandong trees (Santalum acuminatum) within the Yanchep Lagoon Precinct should be protected due to their cultural significance to Noongar people.
11. For any revegetation works, Quandong (Santalum acuminatum) and other locally endemic species seedlings should be propagated from the existing coastal population to maintain cultural and ecological continuity.

3.8.2 Alignment with CoW Reconciliation Action Plan 2025-2027 (RAP)

As custodians of the world's oldest continuous culture, it is important to recognise and incorporate First Nations knowledge and perspectives into public initiatives and places.

The WA Government is committed to Closing the Gap through reconciliation, engaging community, and protecting sacred sites in the planning and design of places. In 2021, the Aboriginal Empowerment Strategy was launched to strengthen engagement of Aboriginal and Torres Strait Islander peoples and raise awareness around the significance of Aboriginal Culture. The City of Wanneroo shares the state government's efforts and has embedded its commitments in the 2025-2027 RAP, developed in consultation with Ni Kadadjiny Koort, the City's Aboriginal and Torres Strait Islander Community Reference Group.

The implementation of the FMP offers opportunities to:

- Help advance reconciliation and develop respectful communities that embrace our rich Aboriginal and Torres Strait Islander heritage.
- Foster collaborations with First Nations people to actively participate and contribute their knowledge and understanding in the design process.
- Help preserve our cultural knowledge and heritage.
- Increase pathways to obtain future grant funding.



3.9 Potential Risks and Coastal Hazard Risks

3.9.1 Yanchep Coastal Management Study

Concurrently with the development of the FMP, the City is undertaking a detailed Coastal Management Study to understand the mechanisms driving coastal dynamics and to better assess risks to the foreshore. The study is currently in the establishment phase; consequently, its outcomes were not available to inform the development of the FMP. However, the design proposed in the FMP will be incorporated into the considerations for Stage Two of the Coastal Management Study.

The following provides a high-level overview of the key findings relevant to the FMP, noting that no conflict between the study and the FMP design has been identified.

The Yanchep Lagoon coastal assessment identifies significant structural, environmental and cultural considerations. The Capricorn Groyne is in very poor condition and contributing to ongoing erosion issues, requiring either renewal, extension or complementary structures. Aboriginal Knowledge Holders strongly oppose works on the natural Lagoon Reef and emphasise habitat protection and additional geological assessments. Community feedback highlights concern about beach amenity, surfing conditions and long-term resilience. Multiple coastal management options—including groyne extension, additional groynes, artificial reefs, sand management, and selective managed retreat—are being examined through modelling and geotechnical work. Several public assets and nearby properties face long-term coastal hazard risk, and decision-making will proceed through a structured Multi-Criteria Assessment (MCA) and extensive community and cultural consultation. Key findings are listed below.

Engagement (Aboriginal Knowledge Holder & Community)

- Heritage sites affected include Yanchep Beach (17599) and Limestone Reef (17596).
- Construction on the natural Lagoon Reef is not acceptable.
- Artificial reefs should be placed on sand rather than the natural reef.
- Further benthic habitat mapping and geological testing are required.
- Community concerns focus on beach stability, long-term erosion, and surfing conditions.
- Additional feedback will inform the Multi-Criteria Analysis (MCA).

Technical Findings

- Capricorn Groyne is in poor to very poor condition with instability during storms.
- Reactive sand renourishment of approx. 2,000 tonnes/year continues to be required.
- Groyne extension may help retain sand but could impact surfing conditions.
- Additional groynes may be required but carry risks of down-drift erosion.
- Artificial reef at Rafts is being modelled; ecological and amenity impacts still under review.
- Proactive sand management (renourishment, bypassing, scraping) is recommended.
- Managed retreat may be required for the SLSC beach access ramp.
- Other risks identified as relevant to the FMP include:
    - Ongoing erosion and sand loss.
    - Storm-driven damage to coastal structures.
    - Infrastructure vulnerability including SLSC facilities, car park, and nearby residences.
    - Potential downstream erosion caused by new structures.

At the time of writing, workshops to shortlist the various options developed during the study to date and agree on a preferred option are being planned for late 2025. The intent is to host community drop-

in sessions in January and possibly June 2026, in parallel to the Detailed Design for the preferred option. Engagement with the study's Aboriginal Reference Group will continue throughout the process.

3.9.2 Existing Coastal Hazard Risk Mapping (CHRMAP)

It is expected that the existing CHRMAP will be updated based on the outcomes of the Coastal Management Study. Based on existing data, it is noted that some proposed development for Yanchep Lagoon exists within the 2050 to 2090 risk margins (Map 3). The following steps have been undertaken to reduce coastal hazard risk:

- Limiting development to areas outside the 2070 vulnerability line
- Clustering new development in areas where protection measures are already in place (e.g. adjacent to the existing Surf Life Saving Club)
- Elevating development above ground level
- Considering development locations for a future managed retreat
- Ensuring development within areas identified for planned or managed retreat is time-limited, consistent with relevant State guidelines, with conditions limiting the duration of development approvals able to be applied under clause 51 of the Metropolitan Region Scheme.
- Lessees within the coastal hazard risk area will be made aware of the coastal hazard risk affecting their tenure.
- All land within the foreshore reserve will remain Crown Land.
- Identified coastal hazard risks will be disclosed to affected landowners, occupiers and other relevant parties.
- Public ownership and access to the coast will be maintained, including through coastal foreshore reserves where appropriate — freeholding of coastal foreshore land is not supported.

Further detail is available in Section 4 of this FMP Report.



YANCHEP LAGOON FMP
MAP 4. COASTAL HAZARD RISK

DATE: 21/11/25
REVISION: B

KEY

- Extent of FMP
- Current
- 2030
- 2050
- 2070
- 2090
- 2100

N

0 50 100 250m

UDLA



4. PLAN

The development of the PFMP concept for the YLP site and its five sub-precincts (referred to as the "Plan"), commenced with a review of the 2019 Yanchep Lagoon Masterplan Report prepared by Roberts Day, on-site investigations and an extensive desktop review of relevant documentation. It formed the basis for the PFMP developed by UDLA for the City in 2024.

The development of the Plan presented in this FMP built on the PFMP and was informed by geotechnical investigations, studies and surveys. This section describes the overall design process from Masterplan to FMP Design and provides an overview of the key design moves, concept plans for each sub-precinct and considerations. This Plan must be seen as an iteration of the 2019 YLP Masterplan and seeks to implement its vision, with the 2024 PFMP providing an interim milestone.

4.1 Engagement Process

The 2019 YLP Masterplan development enjoyed significant interest and participation from stakeholders, which the City sought to build upon for the PFMP development in 2024. An Engagement Plan was developed to enable and guide a co-design process with the Yanchep community delivered by UDLA (Figure 9). This document is provided for information as part of Appendix I – PFMP Reports.

The Engagement Plan allowed the City to invite participation from key government stakeholders and thus supported the delivery of the project through early identification of government requirements and expectations for the PFMP (2024) and later, this FMP (2025).

PFMP Engagement (2024)

The engagement and co-design process comprised three workshop stages, each involving two workshops—one with the community and another with government agencies—resulting in a total of six workshops held between August and October 2024. These workshops were conducted with the following guiding principles in mind:

- Acknowledge that the project is community-led and thus must involve the right people from the outset: This was achieved through the establishment of a Community Reference Group, following an expression of interest (EoI) process.
- Reiterate the vision and place principles identified during the 2019 Masterplanning stage which ensured the FMP balances strategic aspirations with community expectations and protects the unique qualities of the site: This was achieved through in-depth evaluation of the 2019 Masterplan in Workshop Series 1.
- Ensure participants have genuine influence over decisions: This was achieved through designated "Recap" points at each workshop.
- Acknowledge the value of generating early, visible success to build confidence in the participation process: This was achieved through a review of the engagement at the final workshop.
- Provide training for people where appropriate to assist their participation: This was achieved through inclusive language, issuing of agenda, etc.
- Apply a range of meeting formats and tools that suit various groups. This was achieved by offering face-to-face and dial-in options and tailoring the workshop structure to suit the audience (i.e. One-on-one engagement with facilitators).
- Use and strengthening of local resources: This was partially achieved by holding one workshop at a venue close to Yanchep (limited availability was a constraint).

Upon conclusion of the PFMP engagement, both community and government stakeholders reflected positively on the engagement and co-design process and expressed interest in further involvement.

Further detail on this process can be found in the Engagement Report (UDLA, 2024), provided as part of Appendix I.

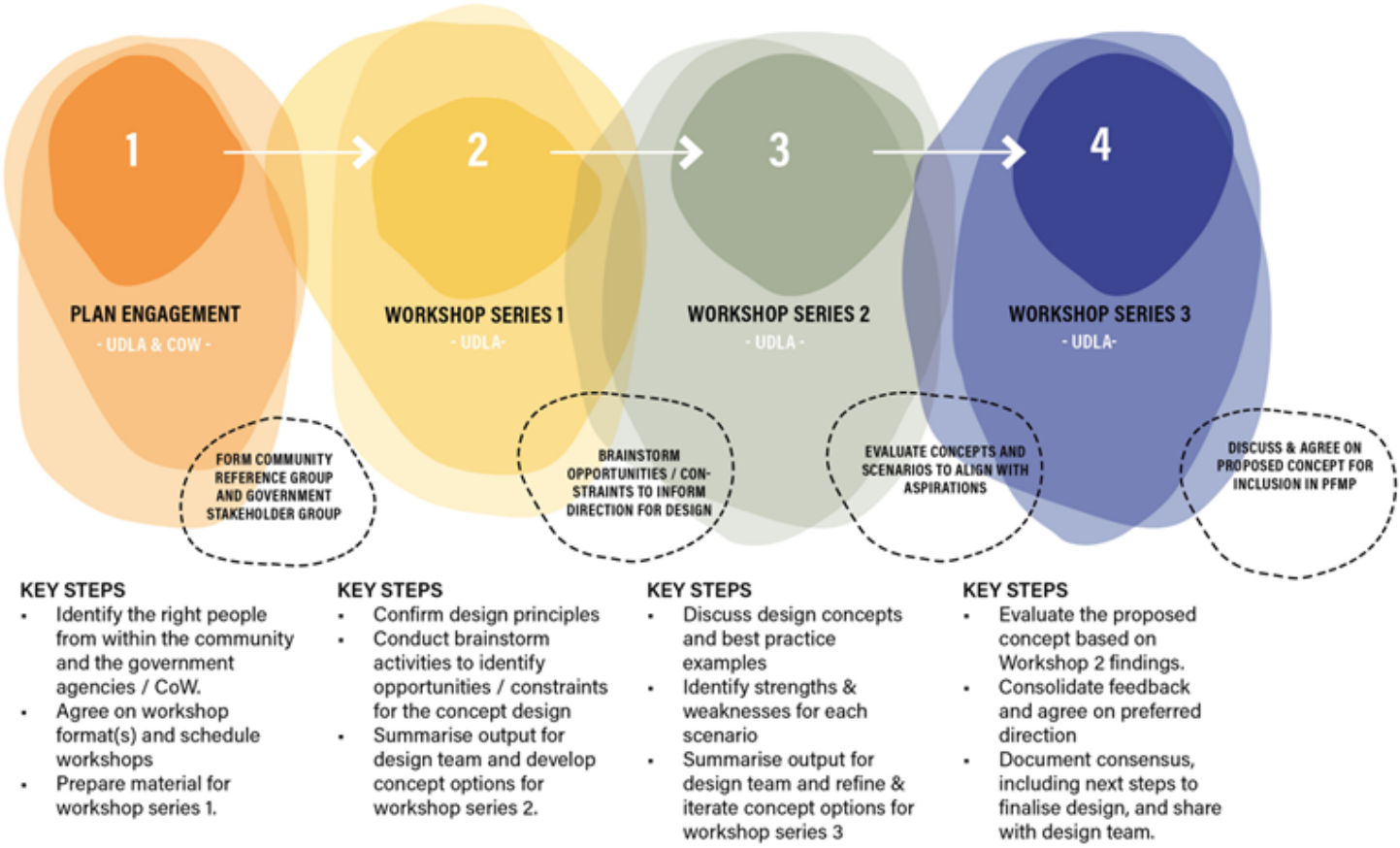


Figure 9. PFMP Engagement & Co-Design Process

FMP Engagement (2025)

The City re-engaged with both groups for the FMP development, meeting with DPLH on two occasions (August & October 2025) and with the Community Reference Group on one occasion (November 2025).

The Plan described in this report and illustrated in the drawing packages (Appendix A + B) is a result of a genuine co-design process and considers community needs alongside statutory and other regulatory requirements. It is grounded in the Masterplan Vision developed in 2019 and confidently offers a new perspective on coastal development that celebrates the land and respects the natural systems.

The FMP, including its appendices, will be advertised for public comment, subject to Council approval.

4.2 Landscape-Led Design Approach

The revision of the YLP Masterplan (2019), the subsequent development of the PFMP and a refined Masterplan (2024) and this FMP have applied a landscape-led design approach to ensure the key natural assets and environmental systems present within the precinct are respected and maintained.

The design work proposed in this FMP recognises the two following lenses that are critical to the success of any design on this site.

- Coastal Adaptation
- Remnant Vegetation

These two major site influences control the development of Yanchep Lagoon in its ocean-side, coastal dune location. It is important that these elements are prefaced before other design considerations so their influence can be realised; hence, this section of the FMP begins with a description of these conditions before addressing them in subsequent precinct design sections.

The FMP then moves on to design opportunities and integrating them with the aspirations of the community developed during the Co-design process and the ultimate design scenario they endorsed for development:

- Design Development Opportunities
    - Easy Wins
    - Short Term Opportunities
    - Long Term Opportunities
- Chosen Design Concept Plan

Next, the FMP describes the proposed site-wide design interventions:

- Pedestrian Connections
- Cycling and E-Transit Connections
- Vehicle Connections
- Parking
- Public Transit
- Facilities Development
- Rehabilitation and Conservation

Finally, the design focuses on each of the 5 Sub-Precincts and describes the concept design layout for each, along with the key specialist consultant input for the concept designs:

- Precinct 1 – Mary Lindsay Homestead
- Precinct 2 – The Settlement
- Precinct 3 – The Promenade
- Precinct 4 – Dune Park
- Precinct 5 – Fisherman's Hollow

The following sections outline the outcomes of this process.

4.3 Critical Design Considerations

4.3.1 Coastal Adaptation

Yanchep Lagoon is identified as a “high priority” area for coastal adaptation, with the designated CHRMAP lines (Coastal Hazard Risk Management and Adaptation Plan, City of Wanneroo, 2018) setback significantly encroaching into the precinct. The detailed Coastal Management Study currently being undertaken by the City will provide site-specific data for Yanchep Lagoon, with a key outcome of the study including a review and more detailed resolution of CHRMAP setbacks. Preliminary findings from the study suggest that the current CHRMAP lines are conservative; however, the approach to works (public and private) has sought to minimise impact on existing and future coastal processes by locating all built form along or East of the 2070 coastal setback line.



Figure 10. FMP approach to coastal adaptation

Key Coastal Design Principles

To improve adaptation of the built form for this coastal location, the FMP has incorporated the following principles across the 5 Sub-Precincts:

- Avoid built form where it encroaches upon vulnerable areas.
- Align the number, footprint and location of the proposed commercial developments with coastal adaptation goals.
- Minimise impact on natural coastal features, including dunes, limestone cliffs, vegetation, and coastal views.
- Ensure that proposed built structures within future hazard zones (as defined by 2050–2090 CHRMAP setbacks) are adaptable and resilient to anticipated surge events.
- Improve equitable access across the precinct, aligning with the findings of the Access & Inclusion Study and supporting accessible movement, amenities, and beach access for all users.
- Design must respect, protect and avoid impact to Aboriginal heritage sites and cultural values, capturing recommendations from the Aboriginal Heritage Due Diligence Assessment and the Archaeological/Ethnographic Survey. Engagement with Aboriginal Elders must continue through detailed design.
- Final alignments, clearances and boardwalk placement must respond to updated vegetation mapping. Impacts must be minimised, with vegetation quality, significance and ecological value guiding routes and footprint.
- Tree and shrub species selection must prioritise native species, habitat creation, biodiversity enhancement, shade provision and wind protection. Non-native species are not suitable in Bush Forever areas.
- Use raised boardwalks and screw-pile construction to reduce environmental impacts, protect root zones and avoid sensitive flora and fauna areas.
- Boardwalk design must include the ability for staged removal or retreat, guided by lifespan modelling, coastal hazard triggers and predicted shoreline change.
- All clearing required must be quantified, visualised and staged, with rehabilitation areas clearly defined and consistent with recommendations stated in the EMP (Appendix E).
- Design development must incorporate findings from the City's Coastal Management Study—including dune movement, caprock locations, hazard triggers and intervention needs.
- The FMP design must align with anticipated outcomes of the Coastal Management Study and ensure no conflict with mid- or long-term coastal protection interventions.
- Adhere to the FMP Design Control Framework which provides guidance on materials, colours, handrails, furniture, vegetation palettes, shade structures and signage to create a cohesive precinct identity.
- Parking supply and layout must align with City of Wanneroo Scheme No. 2, supported by broader active transport strategies and integrate learnings from the Brazier Road bus trial (April 2025–June 2026).
- Tree placement and landscape structuring should assist with natural wayfinding, user orientation, and movement legibility.
- Ensure development within the coastal hazard risk area is time-limited, consistent with relevant State guidelines and clause 51 of the Metropolitan Region Scheme.

- Ensure lessees within the coastal hazard risk area are made aware of the coastal hazard risk affecting their tenure.
- Retain all land within the foreshore reserve as Crown Land.
- Disclose identified coastal hazard risks to affected landowners, occupiers and other relevant parties.
- Maintain public ownership and access to the coast, including through coastal foreshore reserves where appropriate — freeholding of coastal foreshore land is not supported.

Development within Yanchep Lagoon must be culturally respectful, environmentally responsive and adaptive to coastal hazards. Built form and public realm elements must be guided by up-to-date vegetation mapping, cultural assessments and coastal engineering data, while using raised structures and minimal-impact techniques to protect sensitive areas. The precinct design must enable universal access, strengthen connectivity between key sub-precincts, and express a coherent place identity through materials, species selection and shade strategies. The FMP must integrate flexible staging, hazard-based triggers, and clear clearing and rehabilitation strategies, while ensuring that community input and Aboriginal engagement shape final alignment decisions and design outcomes.

4.3.2 Vegetation Retention

The City recognises the significance of the vegetation present within the Precinct, both from an environmental and a cultural perspective, and its protected status as part of an A-Class Reserve and Bush Forever Site 397.

Key Vegetation Retention Principles

The FMP aims to reduce impact on vegetation, avoid habitat fragmentation, and maintain the integrity of the dune ecosystem by

- Developing within areas already impacted by development - The FMP Masterplan avoids encroaching on ‘good’-’excellent’ quality vegetation by ensuring new development occurs within the footprint of existing developed areas, or in areas that are in ‘degraded’ or ‘completely degraded’ condition.
- Consolidating vehicle infrastructure to prevent additional land clearing - The FMP Masterplan avoids additional land clearing within Bush Forever and A-Class reserves by adopting a development strategy that improves existing parking and road infrastructure. This approach enhances efficiency and eliminates the need for large, new car parks and associated infrastructure within the foreshore.
- Proposing uses that enable a positive interface with the pristine landscape - The type, scale and intended use of public realm and landscape interventions proposed within the FMP have been designed to better align with the existing characteristics of each sub-precinct, avoiding impacts on vegetation and habitat areas.
- Supporting existing vegetation by actively managing access, controlling the spread of weeds and other activities stated in the Environmental Management Plan developed by Natural Area for the FMP (Appendix E). Also refer to subsequent Section 4.3.3. – Clearing & Revegetation.

<table>
<tr>
<td>
</td>
<td>
</td>
</tr>
<tr>
<td>Locate development within existing developed areas.</td>
<td>Improve efficiency of existing vehicle infrastructure.</td>
</tr>
<tr>
<td>
</td>
<td>
</td>
</tr>
<tr>
<td>Built form that responds to the environmental setting and is built using low-impact methodologies.</td>
<td>Active environmental management of the foreshore reserve (ie. access, weed control, trapping, and monitoring).</td>
</tr>
</table>

Figure 11. FMP approach to protecting vegetation.

4.3.3 Clearing and Revegetation

The implementation of the full FMP is subject to funding and will likely occur in stages. Given this, the FMP does not seek approval for clearing required for the delivery of the public or private works. Instead, it describes the extent of clearing which will likely be required to implement the FMP design and highlights the extent of revegetation proposed to achieve no net loss of vegetation within the YLP.

The proposed development footprint associated with the FMP Implementation is aligned primarily within the existing development footprint and as such reduces 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.

These figures are preliminary only and will need to be tested once the FMP Design is progressed to a suitable level of detail (ie. DA level), following the endorsement of the FMP. It is acknowledged that all clearing, irrespective of the quality of the vegetation proposed to be removed, requires a clearing permit under the Environmental Protection Act 1986 (EP Act). Application for clearing permits will be submitted on a case-by-case basis in line with the Implementation Schedule.

Key Recommendations

An Environmental Management Plan (EMP) has been developed for this FMP and is provided as Appendix E (Natural Area, 2025). It provides a range of clearing-related recommendations, such as:

- Access Management & Signage (Section 3.1.1)
- Weed Management (Section 3.1.2)
- Vegetation Clearing Controls, for example slow directional clearing (Section 3.1.3)
- Pre-Clearance Trapping and Relocation of Fauna (Section 3.1.3)
- Mitigation of environmental impacts such as dust, noise and vibration (Section 3.1.5)

It also includes a revegetation plan (Section 3.2) including examples of methods for dune stabilisation and erosion control, a species list, and revegetation programme.



4.4 FMP Design

The FMP Masterplan design is an iteration of the extensive work undertaken by the City in 2019 to firstly, understand community aspirations for the foreshore and then, to embed these into a document – the Yanchep Lagoon Masterplan (2019). The PFMP (2024) honoured these efforts by developing Design Principles which align with the Place Principles described in the Yanchep Lagoon Masterplan and which respond to its vision, as outlined in Section 1 of this document. The intent was to evaluate the key design moves and interventions proposed, add technical rigour, and refine the concept in preparation for the FMP. This section aims to describe the process and relay relevant considerations from the PFMP Stage.

Yanchep Lagoon Masterplan (2019) through the PFMP Concept (2024) to this FMP

The initial evaluation of the 2019 Masterplan conducted in 2024 through the co-design process described in Section 4.1, identified several concerns:

- Additional interrogation of the proposed design was needed to align proposed uses with existing land tenure under the Metropolitan Region Scheme (MRS). For example, the provision of significant additional commercial offerings within land zoned for public recreation and protected as an A-Class reserve would be difficult to achieve development approval.
- The scale, type, and location of some of the development was not consistent with the Masterplan's vision and place drivers. For example, provision of commercial, long-term accommodation within the heart of the lagoon precinct was deemed inconsistent with the place drivers.
- The implications of chosen development strategies would have significant adverse impacts on the remnant vegetation, particularly within the Bush Forever Site 397 and A-Class reserve. For example, the additional road and car parking proposed in Dune Park.

Outcome: It became evident that there were several identifiable easy wins, short-term and long-term opportunities that would better respond to the project objectives:

Easy Wins identified in the PFMP Stage

- Formalise car parking in areas where people informally park throughout the foreshore to improve safety and efficiency.
- Reduce the speed limits within the precinct. This has been implemented.
- Retain existing parking
- Improve amenity for active transport users through improved connections, the provision of street trees, lighting, bike parking and comfortable places to rest.
- Consider active parking management strategies, including temporary overflow parking during season peak usage.
- Improve community awareness of existing events hosted within the foreshore.
- Establish dune rehabilitation works in and around Dune Park and the lagoon.
- Activate the precinct with temporary art/sculptural installations
- Upgrade existing walking trails through Dune Park by reducing path widths, resurfacing with crushed limestone, and rehabilitating adjacent planting.
- Rationalise existing signage to improve wayfinding and the experience of the beach.
- Install and regularly update signage that explains progress on implementation of the Masterplan.

- Install wayfinding and interpretive signage that gives each Sub-Precinct a unique feel through branding and colour palette selection.

Short-term Opportunities identified in the PFMP Stage

- Provide safe pedestrian routes into the Lagoon Precinct by installing continuous shared paths along Brazier Road and Capricorn Avenue.
- Provide a diverse range of pedestrian routes through the sub-precincts, including options that are divorced from roads and that offer unique landscape experiences. For example, walking trails, boardwalks, and promenades.
- Enable future implementation of public transport infrastructure within key locations along Capricorn Avenue and Brazier Road.
- Transform the experience of Brazier Road (south) by de-engineering its design and adapting surface materials at key entry points to create a more pedestrian-friendly environment.
- Implement a staged approach to development, beginning with temporary events and commercial offerings to test appetite and grow community buy-in.
- Implement upgrades to the SLSC including construction of a rooftop beach deck.
- Re-route existing bus routes to better connect the lagoon and train station.
- Enhance Fisherman's Hollow by incorporating additional amenities, including natural shade, BBQ facilities, picnic areas, and play spaces.
- Install a temporary structure at Fisherman's Hollow to host a takeaway café, similar to the successful implementation of 'The Orange Box' at Leighton Beach.
- Enhance the existing Parkland at Mary Lindsay Homestead by adapting the planting palette to match its heritage character.
- Upgrade the lookout in Dune Park through the installation of simple structures that work with the dunes' existing topography.

Long-term Opportunities identified in the PFMP Stage

- Downgrade or close a portion of Brazier Road between Capricorn and Wilkie Avenues, reducing the impact of vehicle infrastructure and enhancing amenity for pedestrians.
- Reconfigure Brazier Road adjacent to Fisherman's Hollow to reduce the prominence of parking, expanding the space for recreation and creating a stronger connection between the park, beach, and foreshore.
- Implement semi-permanent/permanent developments at the Homestead, Settlement, Promenade and Fisherman's Hollow.

4.5 PFMP Concept Scenarios

After the opportunities were identified, three different scenarios were developed and tested for alignment with the project vision and objectives:

- **Scenario 1 -** The unrevised Masterplan (2019) approach, including full closure of Brazier Road (south) and construction of a new road and car park in Dune Park.
- **Scenario 2 -** Conversion of a portion of Brazier Road to one-way, decentralising parking across existing developed areas and providing more space for pedestrians.
- **Scenario 3 -** Partial closure of Brazier Road (south), prioritising the provision of a fully pedestrianised foreshore experience.

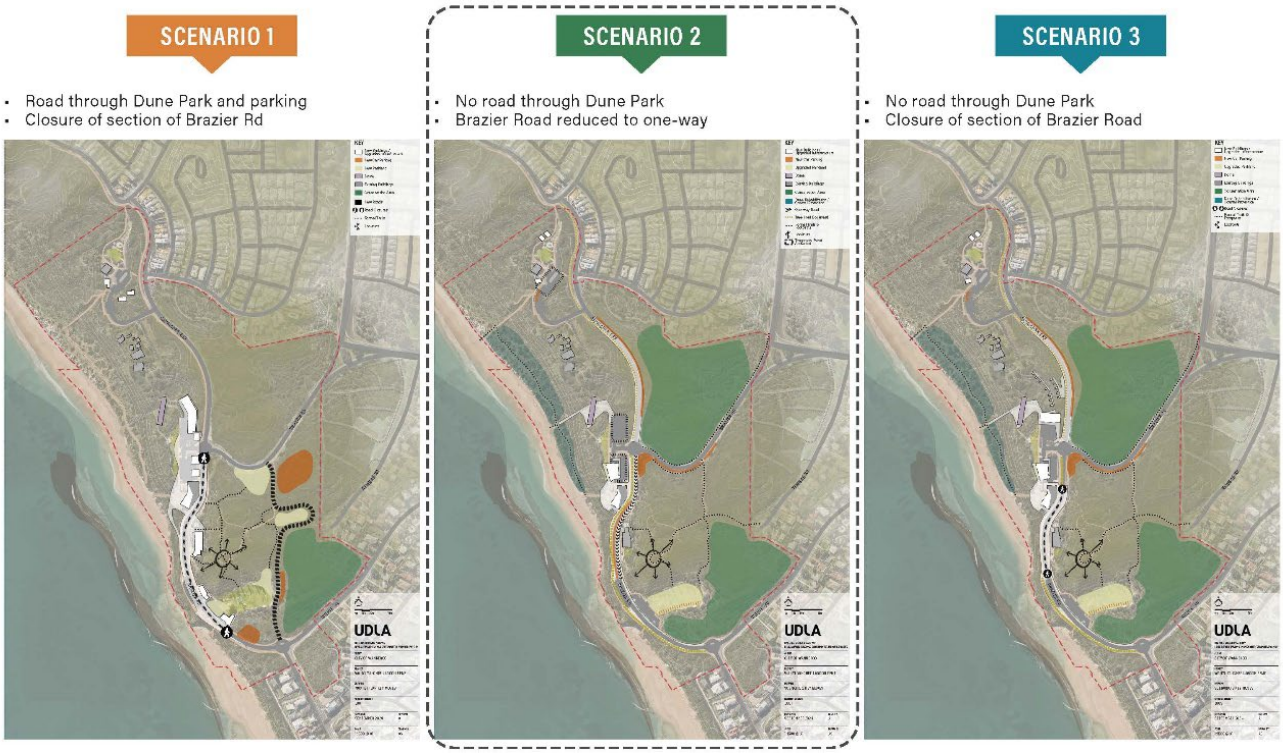


Figure 12. Design Scenarios (PFMP)

Outcome: Scenario 2 was selected as the preferred option following consultation with stakeholders in 2024. The decision was driven by the following key aspects of Scenario 2:

- A right balance was needed between the " light touch" approach and development potential.
- It would allow for a flexible/staged approach to development, enabling interventions that could be implemented in the short-term.
- The scenario prioritised equitable access, the protection of flora and fauna, and place-sensitive design—values that were of high importance to the community.
- The design allowed for the provision of amenities such as parking, wayfinding, signage, seating, public art, fencing, lookouts, shelters, green spaces, and natural shade, without significantly impacting the precinct's functionality or traffic flow.
- Potential impacts to emergency vehicle access arising from the Brazier Road conversion have been considered and will be addressed through the Bushfire Management Plan.

Scenario 2 was subsequently developed into a Masterplan which formed the basis of the PFMP design concept and, following further refinement, the FMP design described in this document.



4.6 Precinct Wide Moves

Several strategies were investigated to evaluate access to and movement across the YLP, using different modes of transport. These strategies were informed by community consultation and are described in the following pages.

4.6.1 Pedestrian Connections

There was a consensus among the community stakeholders during the PFMP engagement workshops that cycling and walking to the Lagoon is difficult and dangerous, due to a lack of clearly defined paths and supporting infrastructure. Key concerns include:

- Walkways do not meet current standards for inclusive mobility and should be suitable for wheelchairs, families, and children.
- There should be more crossings for pedestrians and cyclists, and they should be prioritised over vehicle movement and parking.
- The Lagoon should be part of a network of trails along the coast, connecting to other key nodes in Yanchep and to surrounding neighbourhoods.
- Providing a continuous boardwalk to the north would improve local and regional connections.

Beach access to the Lagoon itself should also be improved, with access ramps where possible, while walking trails within the Dune Park should be formalised and enhanced to protect the natural habitat while enhancing recreational opportunities.

In response to these comments, a Pedestrian Connections strategy was developed to establish a hierarchy of walking routes and loops throughout the precinct, providing safe, clear pathways that offer diverse experiences:

- Primary connections will include PSPs along the full length of Brazier Road and Capricorn Avenue, ensuring efficient and safe movement for both pedestrians and cyclists, along with an off-street boardwalk trail linking the Homestead to the Settlement, with potential for future extension north to Two Rocks. This boardwalk will also offer opportunities to enhance and formalise beach access between the Homestead and Settlement.
- Additionally, a network of secondary 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.
- To improve safety, secondary connections will be designed and managed as pedestrian-only spaces.

The strategy and its implementation in the current design were assessed by specialist consultants OHA in the early FMP stage. Their study, provided as Appendix H, found that the proposal aligns with the aspirations set out in the City's Access and Inclusion Plan which focuses on:

- Removing Barriers to critical support and services.
- Promoting community awareness of available programs and services that support inclusion.
- Involving community members in the planning process to ensure their needs and perspectives are considered.

The implementation of the FMP design offers an opportunity for the City to deliver on the City's Access and Inclusion Plan and, according to the OHA Study, will significantly improve connectivity and accessibility of the YLP.



Figure 13. Pedestrian Connections across the Precinct.

Linking into Yanchep's Network of Walking Trails

The strategy will enable better connection of the YLP into the broader network of walking trails found in the area which attract local, interstate and international visitors to Yanchep and surrounds. Nearby trails such as the Yaberoo Budjara Heritage Trail (pictured below) and short limestone ridge walks within Yanchep National Park offer a contrasting bushland experience. Together, these well-loved walks support recreation, wellbeing and nature-based tourism, allowing residents and visitors to experience Yanchep's environmental beauty through gentle strolls, family-friendly circuits and more immersive nature walks close to the lagoon.





Credit: Perth Peel Coastal Walk



Credit: Sandy Robson

Figure 14. The "Yanchep Walk", a Key Pedestrian Connection

At the heart of the "Yanchep Walk" is a new Boardwalk that will holistically support connectivity and accessibility, enhance recreational amenity, and enable an authentic experience of the lagoon's unique coastal setting. The alignment shown on the FMP Drawings (Appendices A & B) and the design intent described in the Design Control Framework (Appendix C) are the result of extensive site investigations and studies during the FMP phase, consultation with DPLH and the community, including nearby residential properties.

The PFMP Design showed the Boardwalk running parallel to the foreshore and from the SLSC beach access at The Settlement to the beach access at Mary Lindsay Homestead. Its alignment was largely informed by the quality of the vegetation in the Lagoon Sub-Precinct, placing it West of the 2070 coastal vulnerability line and, importantly, within a registered Aboriginal Heritage site. This approach, while supported by the Community in 2024, was adjusted to consider new findings from the Coastal Management Study (CoW, ongoing) and the detailed feature survey (MNG, 2025), and to respectfully

respond and better celebrate the cultural heritage of the dune landscape. The FMP Design shows the Boardwalk at a reduced length, linking into the beach access at the proposed development site (Old SLSC site referred to as BOGH) and connecting into the beach access at the Southern end of Mary Lindsay Homestead, forming an important pedestrian link between these two important locations, allowing the sharing of facilities such as parking and amenities during peak periods.

It is conceived as an immersive journey through the dune landscape, allowing visitors to move gently across Country without disturbing the fragile coastal environment. Elevated on screw-pile footings, the structure lightly touches the ground, minimising excavation, protecting root zones, and preserving existing landforms. This construction method reduces environmental disturbance during installation and allows the boardwalk to weave around significant vegetation, enabling most native shrubs and dune systems to remain intact. The materiality (described in Appendix C) will blend into the environmental setting with a combination of permeable Fibre Reinforced Plastic (FRP) and timber boards proposed as surface materials. Two resting nodes will offer opportunity for seating, education / storytelling and reflection, and comprehensive signage will be provided throughout.

The boardwalk offers a sensory, place-responsive experience—lifting users onto the secondary dune, opening framed views to the ocean and two Aboriginal Heritage sites (landside and the lagoon). By limiting clearing and using a foundation system that is reversible and adaptable, the design ensures the landscape remains the dominant experience, supporting long-term resilience of the coastal system while offering the community a respectful way to experience the coast. The development of a detailed design and contractor procurement for this public works component of the FMP is considered a priority.

The final alignment of the boardwalk between Mary Lindsay Homestead and the Settlement will be subject to the satisfaction of Council resolution of report CP01-03/26 Yanchep Lagoon Foreshore Management Plan - Community Engagement Outcomes of 24 March 2026. (provided in Appendix J.)

4.6.2 Cycling and E-transport Connections

The FMP aligns with the City of Wanneroo 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 (incl. eBikes and eRideables), providing a credible alternative to private vehicles.

The Plan proposes a comprehensive and safe PSP network as described in the Active Transport Strategy developed by specialist consultants PJA during the PFMP stage, to encourage the desired shifts in travel behaviour. To support this, bike and e-Rideable parking are provided to attract new users and better support existing active transport users.



Figure 15. Cycling and E-transport Connections across the Precinct.

4.6.3 Vehicle Connections

The Plan focuses on reducing the dominance of vehicle infrastructure to improve parking efficiency and increase space for pedestrians. To do this, it proposes to reduce the width of Brazier Road (South) and convert part of it to one-way traffic in the north-to-south direction. By reducing the road width, pedestrian space is expanded, and angled parking bays are introduced, decentralising parking and orientating it to capture coastal views. 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 new parking spaces throughout the precinct.



Figure 16. Vehicle Connections across the Precinct

4.6.4 Parking

By formalising existing informal parking areas and reconfiguring Brazier Road to improve efficiency, the Plan focuses on decentralising parking infrastructure.

Consultation with the Department of Planning, Lands and Heritage (DPLH) for the PFMP in 2024 suggested that a tailored parking approach for YLP, if described in the FMP, may allow for flexibility beyond the City's standard requirements, being District Planning Scheme No. 2 (DPS No. 2). This was confirmed in 2025 however, CoW advised that the project should align with the requirements set out in the Scheme being a minimum number of 367 bays, based on the proposed development areas.

The parking provisions proposed in the current 2025 FMP Masterplan align with the City's District Planning Scheme No. 2, meet ACROD requirements, and retain flexibility for future minor adjustments. They have been developed collaboratively by JDSi and UDLA, also referring to the Transport Strategy developed by PJA for the PFMP (Refer Appendix I).

Table 2. Proposed Car Parking

	Existing	**Proposed**
Space for pedestrians vs space for vehicles (Brazier Road between Capricorn and Wilkie Avenue)	62% Vehicle Space 38% Public Realm	38% Vehicle Space 62% Public Realm
Number of new car bays	-	193
Number of removed car bays	-	88
Total number of car bays (whole precinct)	272	377
Difference	**-**	**+105**



Figure 17. Proposed Parking across the Precinct.

4.6.5 Public Transport

Additional public transport access was identified by the Community Reference Group in 2024 and reiterated in 2025. The design proposes the provision of public transport infrastructure adjacent to the Homestead and Settlement to facilitate improved connections as demand grows.

Currently, Transperth is conducting a trial (Bus route 494) through Yanchep Lagoon, presenting a strategic transport intervention designed to enhance public access to the lagoon precinct, particularly during weekends and off-peak periods through the 2025/26 summer. By providing a dedicated stop at the lagoon, the City of Wanneroo is aligning transport, tourism and precinct activation outcomes. The trial underscores the importance of integrating public transport access, pedestrian linkages, parking and drop-off zones, and ensuring the built environment supports the expected increase in bus-borne visitors. The time-limited nature of the trial also signals the need for monitoring, flexibility and futureproofing during design to determine whether the service becomes permanent.

4.6.6 Building Development

Several new buildings are proposed to broaden the range of options within the precinct and meet the growing needs of the community. The FMP prioritises development that enhances the 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. The following tables summarise the development proposed by the FMP and net commercial floor space expected within the precinct. There has been no change to the areas or uses proposed in the PFMP and the findings from the Economic Impact Assessment undertaken at the time remain relevant (Areas are preliminary).

Table 3. New buildings proposed by the FMP

Concept Reference Number	Sub-precinct	Type/Purpose	SQM
2A	The Settlement	‘Beach Bar’ Food and Beverage	535
3A	The Promenade	Bespoke Retail	300
5A	Dune Park	‘Orange Box’ Cafe – Fisherman's Hollow	135
5B	Dune Park	Toilets	40

Table 4. Net commercial floor space, combining existing and proposed commercial developments.

Concept Reference Number	Sub-precinct	Type/Purpose	Existing/Proposed	SQM
Food and Beverage			**Subtotal**	**1485**
2A	The Settlement	‘Beach Bar’ Food and Beverage	Proposed	535
2X	The Settlement	Proposed BOGH development	Proposed	550*

3X	The Promenade	Orion Cafe	Existing	265
5A	Dune Park	Cafe	Proposed	135
Retail			**Subtotal**	**300**
3A	The Promenade	Bespoke Retail	Proposed	300
All			**Total**	**1785**



Figure 18. Proposed new facilities development within the foreshore

4.6.7 Rehabilitation and Conservation

Two (2) conservation areas have been proposed within the Masterplan, as shown in Figure 19, and will be managed in line with the recommendations of the Environmental Management Report (Appendix E), including but not limited to:

- Weed Management (Section 3.1.2)
- Flora Management (Section 3.1.3)
- Feral Pest Management (Section 3.1.4)



Figure 19. Proposed rehabilitation/conservation areas.



4.7 Sub-Precinct Designs

The FMP Design for the Yanchep Lagoon Precinct builds upon the PFMP Masterplan (UDLA, 2024), which began with a comprehensive review of the 2019 Yanchep Lagoon Masterplan prepared by Roberts Day. It is informed by further desktop and on-site investigations, research, surveys and studies by a team of specialist consultants led by UDLA on behalf of the City, and consultation with community and government stakeholders as described in this report.

The FMP Design Package provided as Appendix A (black & white) and Appendix B (coloured) describes the design intent for the YLP both with regard to the public works to be delivered by the City and any private development to be delivered by private entities. It is to be read in conjunction with the Design Control Framework (Appendix C).

The Masterplan (Figure 20) conveys the overarching layout of the YLP, including the following five (5) Sub-Precincts as identified in the PFMP (UDLA, 2024):

- Sub Precinct 1 – Mary Lindsay Homestead
- Sub Precinct 2 – The Settlement
- Sub Precinct 3 – The Promenade
- Sub Precinct 4 – Dune Park
- Sub Precinct 5 – Fisherman's Hollow

Concept Plans showing further the design of the Sub-Precincts and key design elements (ie. boardwalk) within the Foreshore in greater detail have been prepared as part of this FMP, with the following level of detail being provided:

- Any significant landscape or topographical features being retained
- Proposed modifications to existing landscape
- Existing transport infrastructure and key access points
- Proposed modifications to existing infrastructure including new car parking, footpaths, and access points
- Proposed amenity like new playgrounds, shade structures, boardwalks, decks, stairs, seating, etc
- Proposed new buildings and structures
- Proposed tree planting species and locations

This FMP Design represents an iterative step towards realising the 2019 Masterplan's vision, incorporating key design moves from the PFMP and its concept plans for each sub-precinct, along with critical considerations. It aims to refine and implement the strategic objectives set out in the original Masterplan while addressing current site conditions and planning requirements, including coastal adaptation, impacts on the existing environment and development control measures.

The following pages provide a description of the rationale which underpins the FMP Design.



Figure 20. FMP Masterplan including Sub-Precincts (Refer Appendix B)

4.7.1 "The Homestead" Sub-Precinct

As the major cultural space and northern accessway into Yanchep Lagoon, the Mary Lindsay Homestead is an important destination for visitors and the community.

Key elements of Mary Lindsay Homestead as shown in Figure 21 include:

1. **Improving the arrival experience and amenity surrounding the newly renovated homestead as the hub for art, local history and culture.**
   The Mary Lindsay Homestead currently serves the community by providing gallery and kitchen facilities. As the Homestead (refer 1A) was renovated recently, the FMP proposes upgrading the building surroundings to improve aesthetics, shade, wayfinding, and to make a home for the outdoor heritage exhibit. These improvements will assist in making the outdoor spaces more inviting for the community. This design ensures no additional vegetation clearing is required.

2. **Refurbishing the plaza area and lawn terrace to the north of the newly renovated homestead.**
   The Mary Lindsay Homestead has an underutilised outdoor plaza and lawn terrace located to the north of the building (refer 2A + 2B). Through a series of minor refurbishments of this space to improve shade, access and seating, there is an opportunity for it to become a very valuable complementary venue to the Homestead, able to host outdoor gallery and community events such as markets, exhibitions and live performances.

3. **Expanding the Homestead Carpark and improving the shade and planting.**
   There is an opportunity to expand the parking numbers by extending into two unused zones (refer 3A). The planting of tall trees into available planting areas and around the perimeter of the carpark will provide important shade and build upon the habitat and amenity of the surrounding park.

4. **Linking the Homestead Precinct with the Settlement Precinct via coastal boardwalk.**
   This important accessible pedestrian link (refer 4A) will connect two major destinations, immersing the visitor in some of the site's most beautiful and valuable coastal landscape in a pedestrian-only experience while dispersing vehicular activity. The alignment shown in the FMP drawings is subject to refinement and should consider the following:
   - Coastal Hazard Risk Management and Adaptation Plan (CHRMAP)
   - Vegetation type
   - Vegetation quality and location
   - Adjacent residences and privacy
   - City of Wanneroo fire track constructed in September 2025
   - The proposed Café/Restaurant on the former SLSC site
   - Path connections & circulation to the North and South
   - Wayfinding
   - Remedial planting to ensure a high-quality outcome.

   The boardwalk was subject to consultation with the Community Reference Group in 2024 and 2025 and enjoyed broad support. The current alignment has considered vegetation impact, coastal processes, pedestrian access, maintenance, and constructability.

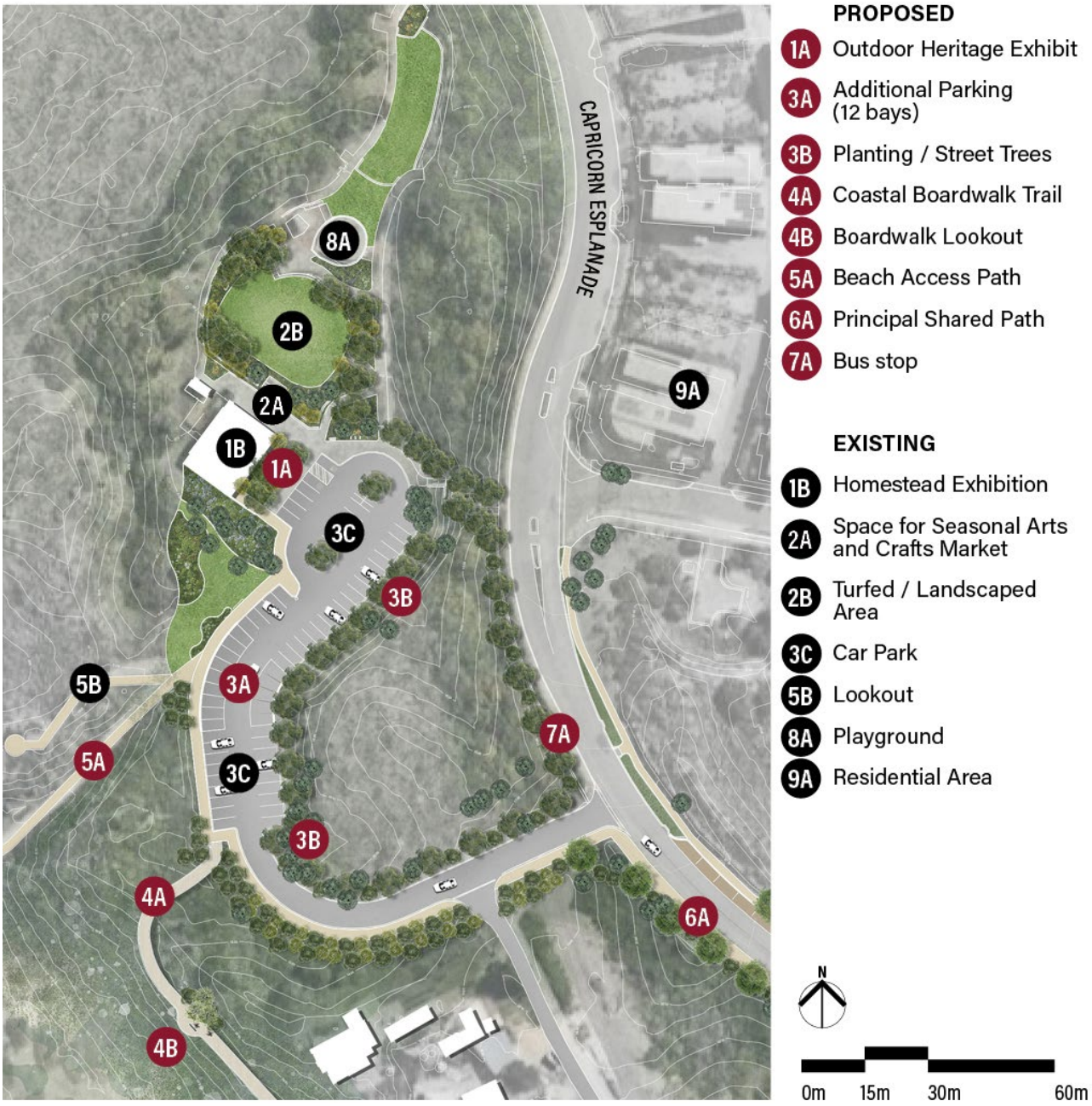


Figure 21. The Homestead Concept Plan *(*Refer Appendix B)

4.7.2 "The Settlement" Sub-Precinct

As the main gateway to the Lagoon, The Settlement will offer most of the precinct's commercial spaces, including expanded food and beverage options, and connect via the boardwalk into Mary Lindsay Homestead.

Key elements of The Settlement as shown in Figure 22 include:

1. **A split-level retail/food and beverage building creating access between Brazier Road and the lower Surf Club plaza level to the West**

   An elevated 'beach bar' commercial offering, expanding the availability of food and beverage options, and providing a unique vantage point over the foreshore. The new structure (refer 1A) is proposed to be elevated above the existing SLSC car park (refer 1B), allowing parking to remain in its current location. By working with the natural level changes, the development is intended to be small in scale and integrated into the existing dune form; along with its elevation, this will minimise its physical impact on the adjacent A-Class reserve while maximising the experience of it.

2. **New 'Public Beach' rooftop deck on top of the existing Surf Club**

   An expansive public beach deck (refer 2A) built over the SLSC rooftop, featuring flexible furniture and offering panoramic views of the coastline. The existing surf club building (refer 2B) has capacity to accommodate a second story; the FMP recommends the creation of a new public beach deck venue.

3. **SLSC Forecourt & Beach Access**

   The existing SLSC forecourt (refer 3A) will be maintained with interventions to improve the service of the space as a forecourt to the beach, including wide benches, tables and additional shade. Likewise, the FMP supports the refurbishment of the beach access path (refer 4A) to improve accessibility and capacity.

4. **Retained and replanted dune**

   The FMP supports the retention of the existing dune formation east of the former surf club 9refer 5A). It is recommended that if any development within the existing lot does occur, it is designed to minimise impacts on the dune and its vegetation; this would require revegetation.

5. **New Restaurant and café located on the old Surf Club site (BOGH)**

   At the time of writing, plans and information for the new venue (refer 6A) were not available for integration into this document. It is critical that the new development supports the key pedestrian connection between Mary Lindsay Homestead and The Settlement and that it maintains access to the City's fire track.

6. **Coastal Boardwalk**

   The Masterplan's Boardwalk (refer 7A) is proposed as a key connector between The Settlement and Mary Lindsay Homestead, enhancing the pedestrian access and experience of the Lagoon's beautiful coastal landscapes. The boardwalk will be constructed from durable, light-permeable materials, and be raised from the ground to avoid clearing of root zones, enable light filtering through to support flora and provide sufficient space for fauna to move around. Refer Appendix C for further details.

7. **Forecourt, Pedestrian crossings, and formalised roadside parking**

   A forecourt leading to the heart of The Settlement (refer 8B) is a destination for the converging connections from across the precinct, providing a strong linkage to the rooftop deck. The roadside parking along Brazier Road (refer 8A) has been redesigned and formalised to accommodate more

vehicles. Additional footpaths, material changes and expanded pedestrian crossings have been added to ensure the safe movement of people from their cars to the Lagoon and adjacent venues.

8. **Avenue tree planting and shade**

   Throughout the site, additional trees will be planted to create a sense of identity for the precinct and to provide much-needed shade for pedestrians and vehicles.

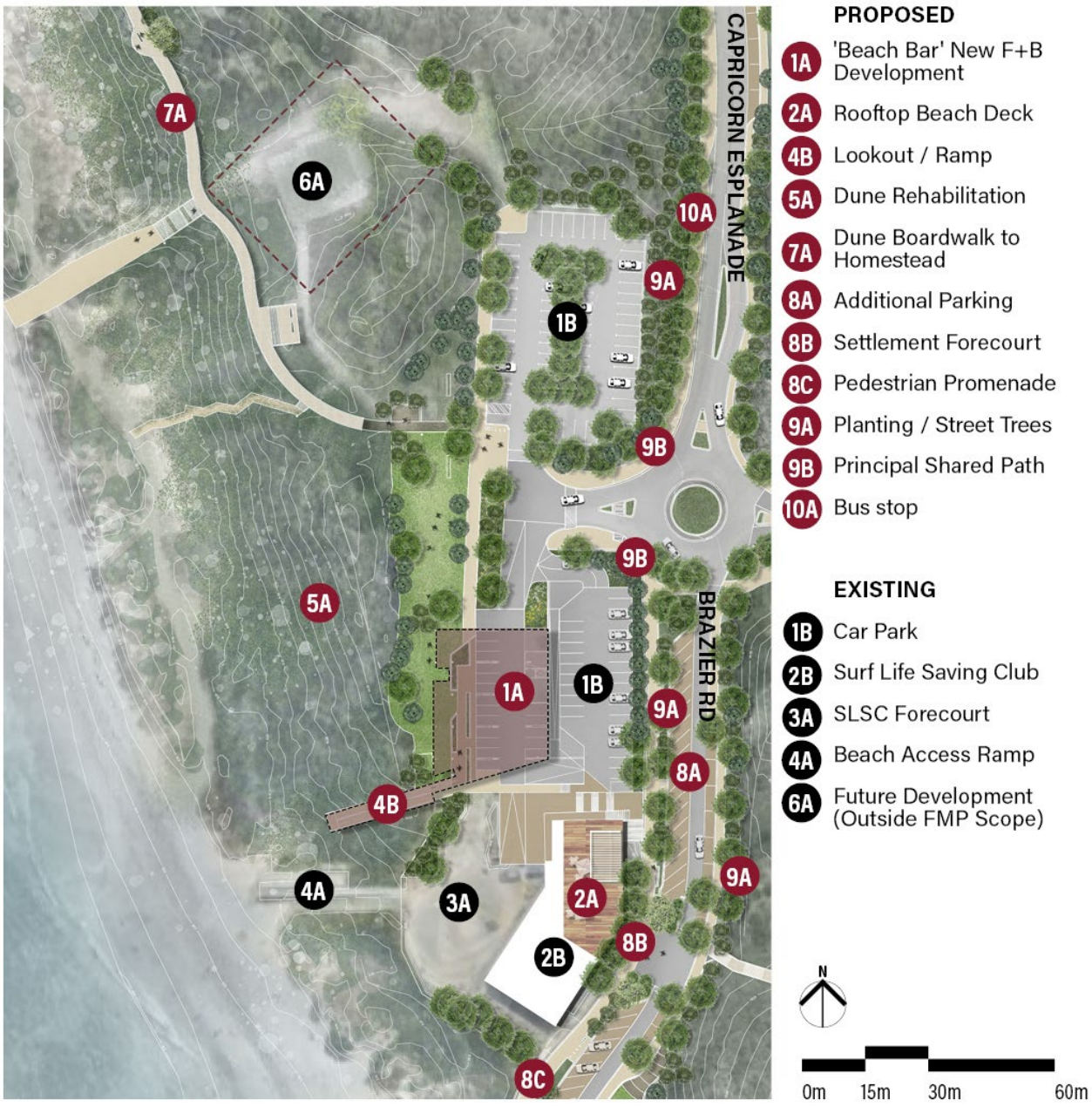


Figure 22. The Settlement Concept Plan (Refer Appendix B)

4.7.3 "The Promenade" Sub-Precinct

As a key access route for locals, the Promenade will use existing road infrastructure to improve parking efficiency while expanding space for pedestrians and active transport users. The design reduces vehicle presence and enhances the visitor experience with added amenities and shade, allowing people to fully enjoy the Lagoon's expansive views as they head to the beach, park, or café.

Key aspects of The Promenade as shown in Figure 23 include:

1. **Expanded Promenade (refer 1A)**

   The FMP recommends reconfiguring Brazier Road between Capricorn and Wilkie Avenues to create space for a wide Promenade along the ocean edge to allow access to the prime views of the Lagoon and beach. This approach would provide improved space for pedestrians and deliver a high-quality coastal experience within the existing retained edge.

2. **Destination Nodes (refer 2A)**

   Gathering points have been created along the Promenade marking key locations along its length. The nodes will incorporate seating, tables, drinking fountains, bins, etc with the avenues of trees providing shade and shelter, allowing visitors to pause and drink in the spectacular coastal views.

3. **Road realignment**

   Brazier Road, which already has a 30Km/h speed limit, is proposed as a one-way system South of the intersection with Capricorn Esplanade through to the Fisherman's Hollow carpark (refer 3B). A new turnaround arrangement has been created at Fisherman's Hollow to allow two-way traffic to circulate when accessing the car park. The additional space won by reducing the road to a one-way system has allowed the pedestrian Promenade to expand in width and the inclusion of shade trees (refer 5A), a Principal Shared Path (refer 3D) and additional angled and parallel parking (refer 3BA.

4. **Pedestrian crossings and formalised roadside parking (refer 4A)**

   The roadside parking along Brazier Road has been redesigned and formalised to accommodate more vehicles. Additional footpaths and expanded pedestrian crossings have been added to ensure the safe movement of people from their cars to the Promenade and adjacent venues.

5. **Avenue tree planting and shade (Refer 5A)**

   Throughout the site, additional trees have been planted to create a sense of identity for the precinct and to provide much-needed shade for pedestrians and vehicles. Copses of trees have been proposed, as it will be possible to have their lower limbs removed (limbed up) to keep the pedestrian space open; this, along with the grouping of the trunks, will largely keep the view open to pedestrians and vehicles passing by while maximising the shade capabilities.

6. **The existing kiosk (Orion Café, 6B) is complemented by a small Retail building (6A)**

   The FMP proposes retaining the existing café (1a) and introducing an additional, temporary bespoke retail option (1b). This approach enhances site activation while clustering expanded development to maximise circulation to these facilities.



Figure 23. The Promenade Concept Plan *(*Refer Appendix B)

4.7.4 "Dune Park" Sub-Precinct

As a showcase of Yanchep's natural beauty, the design of the Dune Park focuses on improving access to the area, its lookout and creating dedicated conservation areas. Walking tracks, steps, and platforms will formalise access and protect the natural habitat while enhancing recreational opportunities and offering diverse ways for people to experience the Lagoon.

Key elements of Dune Park as shown in Figure 24 include:

1. **New Conservation Areas**

   Some of the lagoon's highest quality natural habitats and ecosystems are located in the Dune Park Precinct. The FMP proposes the creation of dedicated conservation zones (refer 1A) fenced to protect these areas. The repair and management of these ecosystems have been carefully considered in the design and are described in the EMP by Natural Area (Appendix E).

2. **Dune-top walking trails and Lookout**

   The dune-top lookout (refer 2A) takes advantage of an existing clearing to present an incredible elevated view of the Yanchep Lagoon and Coastline. A deck surrounding the existing *M. lanceolata* group of trees is proposed to protect the group and provide a viewing area with seating at strategic locations. Walking trails (refer 2B) are proposed to run along existing cleared/degraded areas of vegetation, avoiding further clearing and fragmentation of this high-quality coastal environment. Lookout structures co-located with the walking trails take advantage of the topography and views and provide visual access to some of the highest quality (A-class) vegetation in the area.

3. **Northern and Southern Stairs**

   The provision of stairs (refer 3A) leading to the lookout from both the Northern and Southern sides will aid in reducing the damage being caused to the dune by the formation of informal tracks and walking trails. They have been designed to also serve local running and exercise groups (ie. Jacobs Ladder). The stairs will be constructed from durable, light-permeable materials, with balustrades and handrails incorporated into the design. The elevation of the pathway off the ground will allow vegetation to be rehabilitated along the entire extent, preventing further erosion. Lookout refuges are incorporated into the stairs to take advantage of the topography and views and provide visual access to some of the highest quality (A-class) vegetation in the area. Importantly, they provide resting points for users.

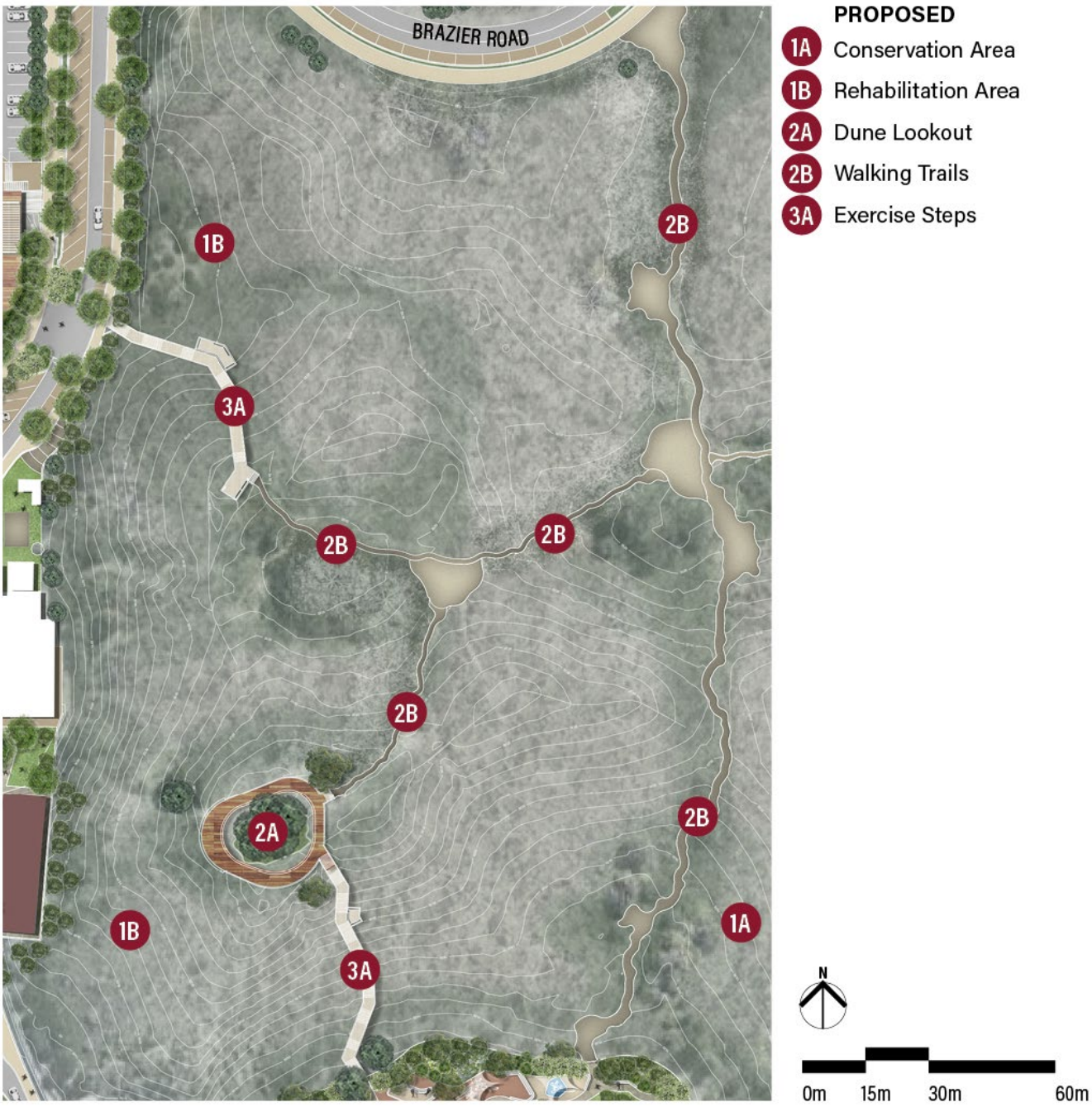


Figure 24. Dune Park Concept Plan (Appendix B)

4.7.5 "Fisherman's Hollow" Sub-Precinct

Currently an underutilised and aging asset, Fisherman's Hollow will provide a retreat from the beach and bustling foreshore and offer amenities unique to the YLP such as an intergenerational playground and a Changing Places facility.

Key elements of Fisherman's Hollow include:

1. **Proposed Café (refer 1A)**

   A new café building has been proposed at the entrance to Fisherman's Hollow to expand the food and beverage offerings in the precinct in alignment with the Masterplan. The new café opening to the park will offer a unique dining experience compared to other food and beverage options in the precinct. The café will be well supported by the increased patronage of the expanded and improved Event Lawn and Playground facilities.

2. **Playground (refer 2A)**

   Fisherman's Hollow is large enough to host a large-scale regional playground. Co-locating the Playground with the existing amenities, new cafe and event lawn all within Fisherman's Hollow will take advantage of the available space in this high-quality sheltered location.

3. **Event Lawn (refer 3A)**

   The Lawn will be formalised with the inclusion of an accessible perimeter path linking all the facilities surrounding the perimeter together, improving maintenance access and defining the edge of the lawn area. Service connections will be improved to accommodate larger-scale events on the lawn, along with amenities such as drinking fountains, rubbish bins, seating, and additional picnic and shelter structures along the southern edge of the lawn. Additional tree planting around the perimeter and copses of trees on the edge of the lawn will improve the shade amenity in the Hollow while still leaving ample room for events on the lawn in the centre.

4. **Changing Places Facility (Refer 4A)**

   The existing amenities block is proposed to be upgraded and, as part of these works, will include a changing places facility to cater for increased visitation generated from the new Playground, Café and Events Lawn and, importantly, take a significant step towards accessibility and inclusion.

5. **Realigned road, parking and upgraded pedestrian crossings (refer 5A)**

   The road easement and traffic lanes have been realigned to incorporate more parking, accommodate the connection to the new one-way road to the north and create a functional vehicle turnaround to maintain traffic flows and easy access to parking. The pedestrian crossing upgrade caters for the expected increased foot traffic between the Promenade and Fisherman's Hollow with the new and improved play, café, amenities, and events drawing people there.

6. **New 'Avenue' tree planting**

   Leading in from the Southern approaches to the precinct through to the SLSC, Brazier Rd will become an avenue of tree planting and evoke a sense of arrival to this beautiful regional coastal destination. These trees will also provide much-needed shade and shelter for visitors to the Lagoon, as they stroll along The Promenade.

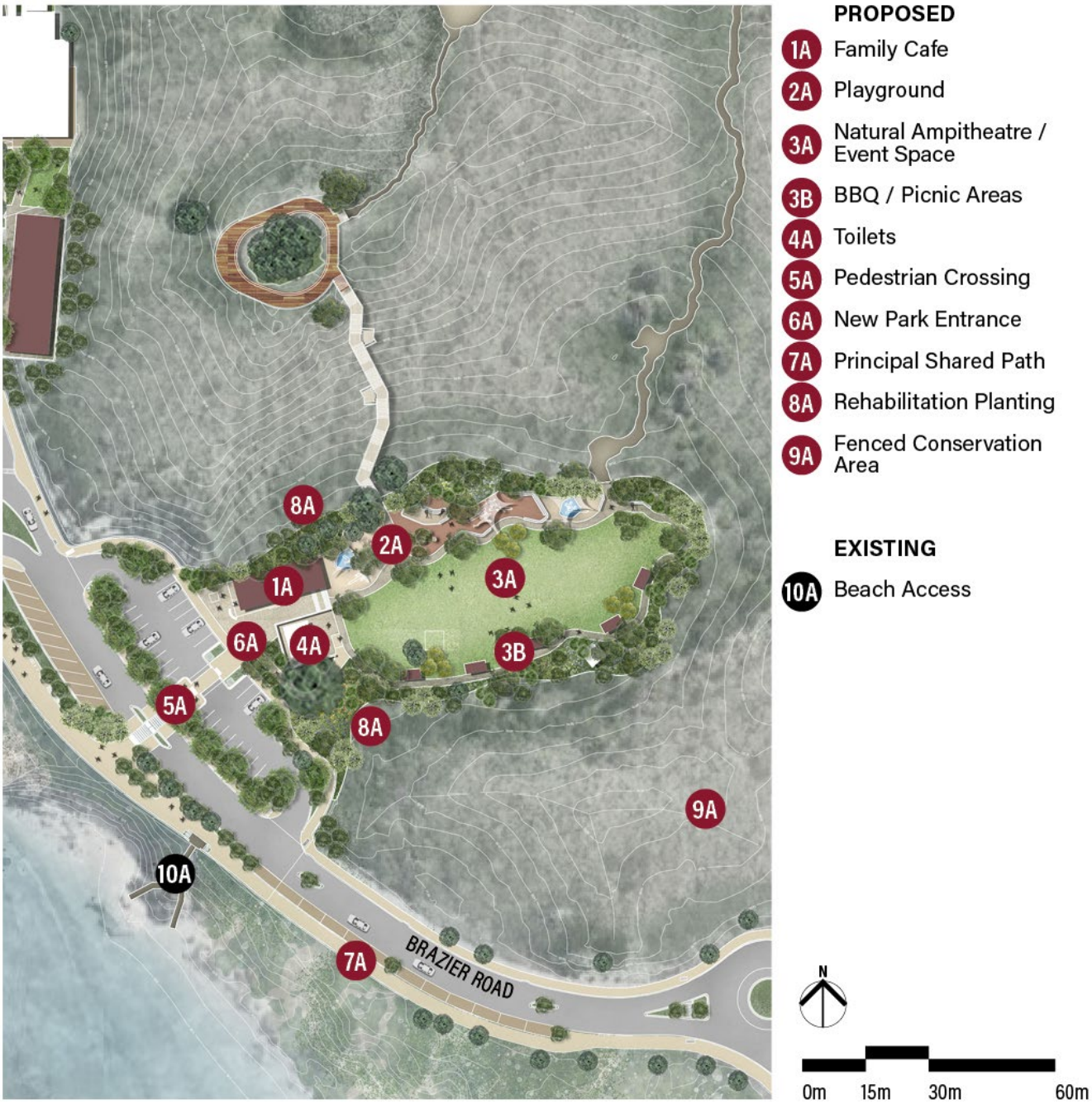


Figure 25. Fisherman's Hollow Concept Plan (Refer Appendix B)



4.8 Specialist Input

The FMP concept design was developed by UDLA with input from and in collaboration with a team of specialist consultants. Some of this input dates to the PFMP Stage in 2024 but remains highly relevant and has been appended to this document (refer Appendix I – PFMP Reports). All studies, reports and other input developed for this FMP are provided as individual appendices, as references in the respective sub-sections.

4.8.1 Aboriginal Heritage (FMP Stage)

Two relevant scopes of work were commissioned to inform this FMP:

- Aboriginal Heritage Due Diligence Assessment (DDA) for the Yanchep Lagoon Precinct (Archae-Aus, July 2025)
- Aboriginal Archaeological and Ethnographic Heritage Survey + Report (Archae-Aus, September – December 2025).

The purpose of the DDA conducted by Archae-Aus (Heritage Consultants) early in the FMP stage was to understand the Aboriginal Cultural Heritage (ACH) of the YLP and identify potential heritage constraints and critical steps to support the cultural heritage management process. The DDA initiated the issue of an Activity Notice to South-West Aboriginal Land and Sea Council (SWALSC), who subsequently requested that the City undertake an Aboriginal Heritage Survey. This was conducted by Archae-Aus, comprising an archaeological and an ethnographic survey conducted on Country in September 2025 with the participation of four Whadjuk Noongar Traditional Owners, assisted by UDLA and City staff. Whadjuk Noongar Traditional Owners participated in all aspects of the ethnographic and archaeological survey and are aware of the results detailed in the Archae-Aus report. Separate face-to-face engagement was held in November 2025 with another Whadjuk Noongar Elder to discuss the ACH values of Fisherman's Hollow, a site recorded on the State Register of Heritage Places for its significance to the European history of Yanchep.

4.8.1.1 Archaeological Survey Findings

The archaeological survey of the Yanchep Lagoon Precinct was conducted to identify any known or potential Aboriginal archaeological heritage issues that may affect the proposed works, record artefacts, and examine the potential for subsurface cultural materials.

It found no new archaeological sites during the survey. However, the Survey Team identified one isolated artefact and discussed the potential for subsurface archaeology within the Project Area, identifying places of interest to the community for further archaeological investigation. Given the largely pristine nature of the landscape and the isolated artefact found during the survey, the archaeologists and Traditional Owners agreed that there was high potential for subsurface archaeological deposits, particularly around Fisherman's Hollow and Mary Lindsay Homestead. This is supported by recent scientific research that has shown that the Swan Coastal Plain has intact archaeological deposits that are not always reflected on the surface. Although the majority of this research has been focused on Bassendean sands, some younger deposits have been identified in the Quindalup dunes. Therefore, the Survey Team has recommended that a shovel test pitting program be completed across the extent of the Project Area, with a focus on zones of high subsurface ACH potential, to confirm the presence of any archaeological deposits that may be impacted by the proposed works.

4.8.1.2 Ethnographic Survey Findings

The purpose of the ethnographic survey of the Yanchep Lagoon Precinct was to identify any places of ethnographic value and document any concerns regarding the proposed works. The Whadjuk Noongar Traditional Owners who attended the on-Country survey (September 2025) discussed the significance of the area and the known history of Fisherman's Hollow. Although they did not share specific details about the site, they stated that the place would have been used by their ancestors for camping and hunting. This was confirmed during a subsequent consultation (November 2025) with a Whadjuk Noongar Knowledge Holder, who shared that Fisherman's Hollow was "a seasonal camping place". Importantly, the Knowledge Holder confirmed that the site holds significant spiritual and cultural meaning and that the Waugal, the Creation Being, moved through here when landscapes were created.

A key outcome from the ethnographic survey and the engagement with Whadjuk Noongar Traditional Owners and Knowledge Holders was that Fisherman's Hollow is a place that contains Aboriginal Cultural Heritage and therefore should be registered under Section 5 of the Aboriginal Heritage Act (1972).

The full copy of the heritage survey report including a detailed description of the methodology, engagement, stories and recommendations is provided as Appendix G.

4.8.2 Environmental Investigations (FMP Stage)

The environmental investigations conducted by Natural Area (Environmental Consultants) during the FMP Stage comprised three parts:

- The Detailed and Targeted Flora Survey + Report described in Section 3.2
- The Detailed Fauna Survey including habitat assessment + Report as described in Section 3.3
- The Environmental Management Plan (EMP), as partially described in Section 4.3.

All outputs from these investigations, including information about the survey methodology and results, can be found in Appendix E – Environmental Reports.

The work expanded on the preliminary desktop investigations and preliminary EMP developed by Natural Area during the PFMP Stage and fostered alignment between the environmental aspirations of the project and the FMP design as presented herein. Examples of this include:

- Natural Area provided input into the Design Control Framework prepared by UDLA (Appendix C), to ensure that planting guidance provided for the various vegetation types and ecosystems was appropriate and that material proposed for key design elements like the boardwalk was selected to enable fauna movement and promote habitat
- Natural Area mapped the extent of the proposed development areas against the vegetation qualities across the site to help quantify the approximate extent of clearing across the site.
- Natural Area informed the consultation with DPLH and DWER to date.

Importantly, the EMP will provide clear guidance across several stages of the FMP implementation, specifically the ongoing management of vegetated areas. Recommended management strategies include:

- Flora and vegetation management
- Weed control
- Native fauna management
- Feral pest management
- Rehabilitation program

4.8.3 Civil and Services Engineering (FMP Stage)

An Engineering Services Report (ESR) was prepared by JDSi (Engineering Consultant) to support the FMP and is provided as Appendix F. Building on the preliminary findings from the PFMP which JDSi were involved with, their report outlines the key considerations for development of the Yanchep Lagoon Foreshore, with particular focus on the earthworks, roadworks, drainage, and servicing.

4.8.3.1 Earthworks

The detailed design for bulk earthworks will need to consider the levels of the natural landforms, existing facilities, and should be undertaken in accordance with recommendations contained in the Structerre Geotechnical Investigation Report summarised in Appendix F. It should also consider the findings from the City's Coastal Management Study which may lead to the existing CHRMAP being adjusted. Given this, any ground or floor levels shown in FMP drawings are considered preliminary.

There is the potential that hard rock, in the form of limestone, is present on site. This material is typically able to be excavated, albeit at a slower rate, utilising standard civil machinery. Given the typical geology of the Site and high likelihood of sand drift and dust nuisance, the extent of clearing and earthworks should be limited to the absolute minimum and final batters shall be shaped to as flat a grade as possible. Formal stabilisation, in the form of planting and jute matting, will likely be required for any undeveloped areas where the underlying sandy soil is exposed.

4.8.3.2 Roadworks

The road network surrounding the YLP is under the control of the City and as such all works on and abutting the public roads will be subject to the City's approval. It typically consists of engineered pavements with asphalt wearing course and kerbing, and roads generally follow the existing topography and have a curved geometry, with verges of variable width and grade.

The North-South section of Brazier Road and Capricorn Esplanade consists of a high-quality road with central medians, on-street parking and concrete pedestrian paths. The east-west section of Brazier Road through to Yanchep Beach Road is a lower quality road, with no kerbing or pedestrian pathways.

The FMP proposes to upgrade select areas of the existing road network to create a low-speed, pedestrian-friendly and safe road network. To support this, the following considerations will apply to the civil design:

- Narrow traffic lanes of 3m widening to 3.5m on proposed bus routes.
- Buffer from traffic lanes to parking bays of 0.8m for parallel bays and 0.5m for angled bays.
- Traffic calming devices such as raised crossings and medians.
- Geometric considerations such as chicanes and small radius kerbing
- Alternative pavement colours and treatments as described in Appendix C – Design Control Framework (UDLA, 2025).

4.8.3.3 Stormwater Drainage

The existing stormwater network for the precinct is not being altered substantially, and it is expected that it can be maintained in its current form, with only minor adjustments to pit locations to suit the new road layout. The proposed development sites in The Settlement, The Promenade and Fisherman's Hollow Sub-Precincts will require the installation of additional drainage infrastructure. It is expected that this will consist of isolated soak wells or underground storage tanks to manage the increased run-off from impermeable areas.

Once completed, the City will own and maintain all stormwater infrastructure; hence, all design and documentation must comply with their guidelines and standards, as well as the Local Government

Guidelines for Subdivisional Development (IPWEA). An Urban Water Management Plan (UWMP) is currently being finalised to provide further guidance on the design, development, and implementation.

4.8.3.4 Wastewater Drainage

The Water Corporation owns and maintains the wastewater reticulation network in the surrounding area; however, there is no reticulated sewer currently able to service the proposed development sites within the YLP.

Water Corporation scheme mapping indicates that the majority of the YLP is to be serviced by a wastewater pump station (WWPS) proposed for the Fisherman's Hollow area as part of Water Corporation's 5-Year Capital Investment Programme. This is preferred by the City over an on-site sewerage system or temporary works which may include a private package pump station. At the time of writing, the City is liaising with Water Corporation regarding the timing for the WWPS.

Preliminary discharge volumes for the development sites have been calculated, based on the concept design developed by architects Hames Sharley. These need to be verified once detailed design for the respective developments is underway.

4.8.3.5 Services

Service locating at key areas should be undertaken ahead of detailed design as the requirement to relocate or remove services presents a financial and timing risk to the project.

Power

Indicative power loads for the development sites have been calculated and were used to estimate the total loads across the YLP. It is anticipated that two new substations (HV switchgear and transformer) will be required to service the proposed developments and support additional upgrades to public roadway or pathway lighting.

A Design Information Package describing the upgrades to the electrical network proposed for the YLP has been prepared by JDSi and submitted to Western Power, who owns and operates all electrical supply network assets within the vicinity of the development area. Liaison between the City and Western Power is ongoing.

Gas

There is currently no ATCO Gas network available within the YLP. A supply agreement between the City and ADCO Gas is currently underway to enable the construction of a gas pipe to service the BOGH site, noting this development does not form part of the FMP scope. It is anticipated that all proposed development under the FMP will rely on bottled gas.

4.8.4 Architecture (FMP Stage)

The PFMP proposed three (3) built form developments including concept designs which were developed by architects Hames Sharley in collaboration with UDLA, and then tested and refined with the community and government stakeholders in 2024:

- The Beach Bar, located in The Settlement Sub-Precinct
- The Retail Building, co-located with the existing Orion Café in The Promenade Sub-Precinct
- The Family Café, located at Fisherman's Hollow.

The FMP refines these concepts to

- Better capture the scope of the buildings and related enabling works to allow a costing of the project to occur in future stages.

- Enable coordination of services to position the City to forecast/plan for and implement updates to services to meet the demands of the proposed buildings; and
- Create a vision and indicative design direction for future developer(s) for each space that highlights key parameters and design intent that respond to the overall FMP principles and character.
- Develop further design guidance to enhance the sense of place through considered materiality, scale and massing.

The development of the building designs has benefitted from a more accurate topographical survey undertaken by MNG in July 2025, enabling the team to check assumptions made during the PFMP stage. This resulted in buildings that are more responsive to the context and conditions of the various building sites. Where changes to the building design and location have occurred in the FMP, these have led to a more resolved design that responds to the unique Yanchep setting and place, better serves future users, and is more easily and cost-effectively serviced.

Another important input to the design development process was the collaboration with disability access consultants O'Brien Harrop Access (OHA) on the opportunities to enhance the universal accessibility of the journeys to, through and within the precincts and buildings. The design team iteratively worked together to respond to user needs and specific functional requirements that the buildings should provide to those with disabilities by improving movement and experience for all.

The design evolution considers changes that are anticipated to respond to specific future building occupants and tenants' expectations, whilst providing sufficient flexibility to cater to some unknown aspects. In the following sections, the rationale and key moves undertaken to progress the built form are explained as an introduction to the drawing set provided in the appendices. The three buildings of the Beach Bar, Retail and Family Cafe have been progressed conceptually and better resolved in relation to building design, landscape and servicing considerations.

The design responses for each of the three buildings that the FMP refines and further explores provide for an overall Yanchep Lagoon development that offers:

- Additional community and commercial offerings, creating a community precinct co-located with the existing surf life-saving club and changing facilities. New development seeks to rationalise the existing levels within this area and improve pedestrian and visual connections between Brazier Road and the beach. Secondly, the approach is to provide several activity nodes throughout the precinct that offer a variety of community, commercial and recreational options with a unique character.
- From a movement and traffic perspective, the evolved design concepts facilitate improved efficiency for private vehicles and public transport access together with additional parking provided whilst reducing the impact and space required.
- In support of the principle of a holistic movement network that prioritises active transport users and accommodates all levels of mobility, the Beach Bar design specifically incorporates publicly accessible access ramps linking to the carpark and existing Surf Club surrounds. The access ramp incorporates a lookout point/photo opportunity spot as a key feature of the journey to the beach. This responds to universal accessibility as well as ensuring enjoyment of the unique landscape typology and expansive coastal views by all.

The subsequent pages provide an overview of the built form refined during the FMP Stage with the intent to provide parameters and an overall vision for a future detailed building design in alignment with the Design Principles established in 2024. It is intended that all built form within the YLP needs to

align with the intent of the FMP, including the guidance provided in Appendix C -Design Control Framework.

4.8.4.1 'Beach Bar'

This building is intended as a simple food & beverage offering that enhances access between Brazier Road, the Surf Life Saving Club, and Yanchep Beach. It capitalises on the development potential of the existing car park, optimising its use to create stronger connections between Brazier Road and the beach.

Key Design Considerations:

- Interface: Allow the building to 'hug' the top of the dune, remaining close to the landscape.
- Access: Ensure the eastern edge of the pavilion is elevated just enough to feel grounded, making the building easily accessible from the car park.
- Pedestrian access: Position the pavilion veranda at a level and location that facilitates pedestrian bridge access from the northern corner of the surf club on Brazier Road, while ensuring sufficient clearance for vehicles below.
- Western car park adjustment: Modify the western car park level to improve both vehicle and pedestrian access to the surf club forecourt.
- Shading solutions: Implement shading that balances protection from the harsh afternoon sun with uninterrupted views of the ocean, ensuring the veranda remains an inviting, usable space.
- Roof profile: Adopt a roof design that minimises interference with the ocean view to the southwest from the Brazier Road entrance roundabout, while opening to views across the dunes.
- Service access: Discreetly integrate service access into the building's design, utilising spaces like the car park to maintain functionality without compromising the aesthetics of the structure visible from all sides.

4.8.4.2 Family Café - Fisherman's Hollow

This building is envisaged as a small café with most seating located in the surrounding outdoor areas, overlooking the adjacent playground and grassed area. An upgraded ablutions block is also proposed, and as an addition to the PFMP design, the inclusion of a Changing Places Facility.

Key Design Considerations:

- Building visibility: The building cluster is intended to frame the interface between the Promenade and the park, and it is designed to be viewed from all angles, with service access positioned facing away from the public eye where possible.
- Indoor and outdoor balance: The indoor space is kept minimal, with multiple outdoor seating options provided. These include spaces overlooking the ocean and others facing Fisherman's Hollow, offering a variety of comfortable, sheltered spots for visitors throughout the day.
- Transparency: The building is designed to be transparent, maintaining an open visual connection between the seafront and Fisherman's Hollow.

4.8.4.3 Retail Building

This is a small retail facility facing Brazier Road and the ocean, with a net lettable area of approximately 300m². It will offer nominally five tenancies, each 6 x 10m, typically the minimum standard size for a small specialty retail tenancy. These could house many uses; however, in placing

this building next to the Orion café, it is imagined that these would be complementary with the café, for example, a small delicatessen or ice cream shop.

Key Design Considerations:

- Structure and flexibility: The building features a simple design with a sloped roof rising from east to west. Columns are placed on a 6-metre grid along the western frontage, allowing flexibility for either a larger tenancy or up to five smaller tenancies of 60m² each. This ensures that the structural elements are integrated into the tenancy walls, maintaining a clean and functional design.
- Maximising height: The building height is maximised on Brazier Road to ensure public prominence.
- Canopy design: A minimum 2.5m canopy is provided at a height of 3m, emphasising the civic edge this small building can offer. Signage should be placed above this street canopy, with pendant signage possibly used below. The canopy provides shelter from coastal conditions and offers covered alfresco space if required.
- Roof profile: The roof profile should be carefully considered – expressed, visually lightweight, and coastal in character, avoiding a parapet masonry roof.
- Shopfront glazing: Shopfront glazing should be controlled or specified by the owner to ensure consistency in appearance.

4.8.4.4 Existing Surf Club Rooftop

The existing Surf Life Saving Club (SLSC) building was designed and constructed to accommodate a second level, providing an opportunity to utilise the roof space as a rooftop or similar space. During the consultation process in 2024, the concept of an open deck being built on top of the existing building was explored and received support from stakeholders. The deck concept is intended to keep the view lines open across the top of the building and not increase the built form mass right next to the foreshore. Further, the public deck could take advantage of this premium location and

- Activate a currently underutilised asset
- Create a community space suitable for private events
- Increase public realm which is easily accessible and offers expansive views.

4.8.4.5 Coastal Adaptation

The design of the Built Form integrates key coastal adaptation principles from Western Australia's State Coastal Planning Policy (SPP2.6) and the City of Wanneroo's Coastal Hazard Risk Management and Adaptation Plan (CHRMAP), ensuring structures are resilient to coastal hazards while enhancing community connectivity and future adaptability.

In line with coastal hazard management principles, the Beach Bar and the Retail Building are designed with a 30-year design life in mind, acknowledging that coastal risks may evolve over time. These buildings will be constructed without excessive mitigation measures like piling or retaining walls, allowing them to remain adaptable to changing conditions.

For the Beach Bar, elevating the pavilion by 1.2 meters mitigates impacts to the dune environment and risks associated with storm surges. This strategic elevation allows the pavilion to "hug" the dune, preserving the natural landscape while enhancing accessibility from the car park and beach. The veranda and pedestrian access are thoughtfully positioned to ensure safe movement. The pavilion's roof design minimises visual impact, preserving ocean views and complementing the surrounding environment. The modular design of the Beach Bar also allows for future adjustments or

decommissioning as coastal hazards evolve, with lightweight, flexible building systems facilitating temporary or sacrificial development if necessary.

Likewise, the Retail building's simple, flexible layout allows for future adjustments to suit a variety of uses. The structure's modular and lightweight design reduces environmental impact, making it adaptable to changing conditions over time. A 2.5-metre canopy provides shelter from harsh coastal conditions, offering a comfortable outdoor space that can evolve with climate change.

Both buildings are designed with a "light touch" to the ground, minimising their environmental footprint and ensuring long-term sustainability. Their modular and flexible layouts allow for changes in use, accommodating future shifts in tenancy or function. The shading solutions, alongside the use of durable materials, reduce the impact of heat and salt exposure, ensuring comfort and longevity in a coastal environment. The Cafe at Fisherman's Hollow is located behind the 2100 coastal set-back, mitigating coastal hazard risk, and due to its elevation, is not considered at risk of coastal erosion or similar climatic impacts.

4.8.5 Access & Inclusion (FMP Stage)

An Access and Inclusion Study was prepared by O'Brian, Harrop and Associates (OHA) to review the Preliminary Foreshore Management Plan (PFMP) and understand the level of alignment between the design alignment and the City of Wanneroo's Community Development Plan 2021/22 – 2025/26. The Study (Appendix H) found that the PFMP offered a holistic, whole-of-community approach that supports the four focus areas of the City's Plan. Following the issue of the study, OHA participated in a range of workshops to guide the development of the FMP design, ensuring it considers different abilities and user needs and thus supports a more equitable access to public amenity.

4.8.6 Transport and Access (PFMP Stage)

A Transport and Access Strategy (TAS) was prepared by traffic consultants PJA during the PFMP phase to support and inform the review of the YLP Masterplan, the evaluation of new ideas and the development of the approach which underpins the FMP. The approach to transport is as follows:

- Safer environment for all transport modes
- Prioritise pedestrian and active travel - reducing car dominance within the Precinct:
- safe (wide and well-lit), shaded with street trees and connected footpaths to/from all foreshore destinations and proposed off-street and on-street car parking areas.
- slow speed streets (30km/hr operating speed is the goal) for all traffic.
- Undertaking staged (one-way flow to full closure) of Brazier Road south of Capricorn Esplanade at that location (in the longer term). The creation of a one-way Capricorn Esplanade will create an attractive pedestrian-priority area that could ultimately become a fully closed section of Brazier Road in the future.
- Additional shared path to run along the length of Brazier Road from Yanchep Beach Road to Capricorn Esplanade.
- Supporting infrastructure such as bike racks, water fountains, and wayfinding will also be provided.

The strategy also recommended the staged partial-to-full closure of Brazier Road and Capricorn Avenue. However, this recommendation was ultimately not adopted in the PFMP of the FMP, following feedback from the community and government stakeholders, and consideration of other project priorities, including parking provision, economic feasibility, and the protection of existing vegetation.

4.8.6.1 Low-Impact Car Parking Improvements

- Central off-street car park at the surf-life saving club to remain at its current capacity.
- Increasing capacity at the northern off-street car park at Mary Lindsay Homestead.
- Providing additional, formalised on-street parking throughout the precinct along road edges.
- Providing opportunities to take advantage of advances in transport technology through the provision of active parking signage and charging infrastructure for electrified modes. The “Active Parking” Signage Strategy is recommended to be embedded as a requirement for future developers (or other parking availability technology measures) to enable drivers to know where to go for parking (north or south) to prevent circulating around the lagoon.
- Decentralise car parking and support pedestrian access (ie. key connectors like boardwalk).

4.8.6.2 Rail to Bus Transport

- Public Transport within the precinct is currently minimal. The City will work with the State Government for the implementation of infrastructure and facilities that support increased use of bus transport between the YLP and the newly opened Yanchep Railway Station. The trial currently underway is a step in this direction and can be built upon to improve connectivity at YLP.
- It is proposed to develop a centralised transport hub that can accommodate a proposed shuttle bus and/or PTA bus services in addition to on-demand transport and drop-off/pick-up bays.
- Potential locations for additional bus stops and a potential amendment to the existing bus route were explored as part of the PFMP and will be discussed further with the PTA and DoT.

The Strategic Transport and Access Approach (PJA, 2024) is included in Appendix I.

4.8.7 Economic Feasibility (PFMP Stage)

An Economic Feasibility Report (EFS) was prepared by economic advisors Pracsys in 2024 to support the PFMP Stage. This work expanded on an economic feasibility assessment undertaken by the City in 2020 as the basis for Council supporting the proposal for commercial development as part of the Yanchep Lagoon Masterplan. As the City progresses with an FMP, it may require updated findings to inform the FMP’s rollout. The 2024 EFS included revised modelling based on current data and changes in potential commercial development based on constraints identified through the PFMP process.

Summary of Results

Under conservative modelling, the assessment estimated that the combined expenditure captured in the YLP from Primary Catchment residents, Secondary Catchment visitors, and tourists will be sufficient to support 900m2 of Food and Beverage floorspace and 1,110m2 of Shop/Retail floorspace in 2024. This reflects an undersupply of 350m2of Shop/Retail and an oversupply of 620m2 of F&B floorspace in 2024, relative to the floorspace supply indicated in the preferred option for the FMP. With forecasted population and tourist visitor growth, the total quantum of commercial floorspace is likely to be supported by 2026, with all commercial floorspace supply estimated to be supportable by 2031.

The PFMP and subsequently, the FMP consider the findings from the EFS as follows:

- Align with the guidance provided regarding floor areas (sqm) and uses.
- Enable a staged delivery of commercial floorspace in line with demand.
- Maintain flexibility between Food and Beverage and Shop/Retail floorspace.

- Align the composition of Shop/Retail floorspace with demand.

The EFS Report (Pracsys, 2024) is provided as part of Appendix I.

4.8.8 Bushfire Management (PFMP Stage)

A Bushfire Management Plan (BMP) was prepared by BushFire Works (specialist consultant) to support the PFMP (2024), and it informs this FMP. At this stage, it is assumed that no structures are 'habitable' and subject to SPP3.7 requirements or constitute vulnerable land uses which, under SPP requirements, trigger a requirement to prepare Emergency Evacuation Plans. The preliminary assessment conducted by BushFire Works is to focus on risk assessment and possible management through 'acceptable solutions.'

4.8.8.1 Identification of bushfire hazard issues

Due to dense Scrub and Shrubland vegetation and strong winds, the area is considered to have an 'Extreme' Bushfire Hazard level. The speed and intensity of a fire originating within the foreshore reserve under conditions of extreme fire weather (dry fuel, high temperatures, strong winds), would be very difficult to control. Effective surveillance, notification and rapid response would be required.

4.8.8.2 Bushfire Attack Levels and Asset Protection Zones

A pre-development Bushfire Attack Level (BAL) contour analysis for the overall study area demonstrated that some areas had ratings ≥BAL-29 which require mitigation through establishing or extending appropriate APZs. Post-development BAL contour analyses for the overall study area, and for each of the precincts, confirmed the attainment of BAL-29 with the nominated surrounding Asset Protection Zones (APZ).

APZs to ≤BAL-29 (High Risk Rating) have been established around all existing and proposed structures. Firebreaks, access ways and APZs will be managed to the specifications of Schedule 1 (refer to BMP) at Low threat in perpetuity. Any replanting of vegetation within the APZs will be to Schedule 1 specifications.

Based on the Extreme Bushfire Hazard Level, it is important that bushfire management measures (ie. APZs, emergency water supplies, bushfire surveillance, reporting, early evacuation, and facility closures) are implemented to reduce the risk posed to visitors and owners. Bushfire management measures of a general nature have been provided in the BMP, which comply with SPP3.7, for the Yanchep Lagoon area and its immediate surrounds. Site-specific assessments of vulnerable tourist facilities and their evacuation requirements will be required during future planning stages.

The BMP (Bushfire Works, 2024) is provided as part of Appendix I.



4.9 Preliminary Foreshore Management Strategy

This section describes a high-level strategy to address issues critical to the development and focus efforts for the implementation of the Plan. Recommendations are informed by the work undertaken for the FMP to date and centre around information gaps, engagement requirements, development controls, and general considerations.

4.9.1 Future Investigations

The investigations undertaken during the FMP stage have closed many of the gaps identified in the PFMP; however, the following areas of this FMP remain unresolved and warrant consideration to inform the detailed design and implementation of the Plan:

- BOGH Development: At the time of writing this report, a current design direction and concept design for the former Surf Life Saving Club were not available. Consequently, the environmental impacts and general implications of this building, its location and influence on the FMP could not be considered in a meaningful way. For the successful implementation of the Masterplan and this FMP, it is critical that the proposed BOGH design aligns with the Design Control Framework and the design philosophy overall. The design should also inform the Southern landing node of the Boardwalk and vice versa.
- Yanchep Coastal Management Study: Concurrently with the development of the PFMP and the FMP, the City of Wanneroo is undertaking a detailed Coastal Management Study to understand the mechanisms driving coastal dynamics and to better assess risks to the foreshore. The study is currently in its Detailed Design phase with design options being shortlisted and a preferred option agreed in late 2025 / early 2026. Consequently, the study outcomes were not available to inform the development of the FMP. While no clash between the FMP and the study options was identified, CHRMAP and response strategies for the various assets within YLP (built & unbuilt) will need to be agreed and considered in the implementation.
- Cultural Heritage: The Report of Aboriginal Archaeological and Ethnographic Heritage Survey for the Yanchep Lagoon Precinct developed for the FMP (Archae-Aus, 2025) made a range of recommendations which aim to protect the cultural heritage of the YLP and integrate it into the YLP in collaboration with members from the Aboriginal and Non-Aboriginal community. To align with these recommendations, the City may consider further investigations and initiatives, such as Cultural Mapping, a practice used to capture the cultural qualities of a site - both intangible (e.g., language, sacred places) and tangible (e.g., burials, archaeological sites) cultural assets, materials, norms and values. Cultural mapping differs from typical cultural heritage assessments or management plans as it is not driven by WA State Government regulations and is not intended to mitigate development risk. Instead, it is a tool for heritage management, education and intercultural dialogue driven by a genuine collaboration and knowledge transfer between Aboriginal and Non-Aboriginal people, placing a focus on empowerment and in doing so, delivering on the City's RAP commitments.

4.9.2 Government Stakeholder Engagement

The engagement process for the PFMP was structured around a series of workshops which included extensive consultation between UDLA, the City and different government stakeholders, including Department of Planning, Lands and Heritage (DPLH), Department of Transport (DoT), Environmental Protection Authority (EPA), and Department of Biodiversity, Conservation and Attractions (DBCA). These conversations have been progressed during the FMP stage, with workshops being held in August and October 2025.

DPLH have reiterated a recommendation made in 2024 for a meeting between the City of Wanneroo CEO or Mayor and the WAPC Chair ahead of the FMP being formally considered by the Western Australian Planning Commission (WAPC). A positive relationship will support a smoother review process for the FMP.

Similarly, engagement with the Public Transport Authority (PTA) should be sought to support the discussion around public transport connections between Yanchep Lagoon and how to expand the trial currently underway at the YLP, as well as investigating further initiatives to make the area more accessible for tourism. Anecdotal evidence from community members as part of the 2025 engagement suggests that tourists are using public transport to arrive at the YLP – this could be further investigated in consultation with Tourism WA and other relevant organisations.

4.9.3 Design Control Framework

The FMP proposes a Design Control Framework to provide design guidance on the implementation of the Plan described in Section 4.1 to ensure high design quality and alignment with the environmental, cultural, and public realm priorities of Yanchep Lagoon. This document is appended to the FMP as Appendix C, with the following pages providing an overview of the information provided. It forms the basis for the scoping and procurement of design services for the development sites within the YLP.

4.9.3.1 Alignment with State Planning Policy 7

The “light-touch” philosophy and the three design principles adopted for the YLP and described in Section 1.5 prioritise design outcomes that are guided and shaped by the natural landscape. This approach is directly aligned with the ten Design Principles of State Planning Policy 7 – Design of the Built Environment with consideration for:

- **Principle 1 – Context and Character:** Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.
- **Principle 2 – Landscape Quality:** Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.
- **Principle 7 – Legibility:** Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.

Any development occurring within the YLP, public or private, will need to demonstrate compliance with the Design Control Framework, as well as the legislation, statutory policies and frameworks described in Section 2 of this FMP (current and future).

4.9.3.2 Structure of the Framework

The Design Control Framework will act as a tool for the City to measure the merit of development proposals from private developers and to provide guidance to internal project teams tasked with the delivery of public works within the YLP (ie. the playground at Fisherman’s Hollow). It also enables the City to continue with the iterative engagement and design process with the Yanchep community, aligning development with community needs.

The Design Control Framework combines three critical aspects of the FMP Design:

- Vegetation: Provide specific guidance on the modification of vegetation within the foreshore, including suggested species, and is applicable to the entire YLP. It builds on the different vegetation types and ecosystems identified in various environmental reports consulted for the project.
- Public Realm: Provide general guidance on the design of the public realm, including, but not limited to, materials, barriers/fencing, street furniture and is applicable to the entire YLP. The

result represents a contextually responsive palette, sensitive to the coastal environment while supporting the functional and aesthetic needs of a contemporary public setting. It also includes Sustainable Design Criteria for consideration of environmental, social, and economic impact.

- Built Form: Provide guidance on the design of building structures, proposed in select sub-precincts. It focuses on buildings which are simple, robust, and permeable, encouraging fluid transitions between indoor and outdoor spaces, and enhancing the user's sensory connection to the sea and landscape.



5. IMPLEMENTATION

This section describes the minimum requirements to implement the Plan outlined in Section 4 and is to be read in conjunction with the Implementation Schedule provided as Appendix D. This schedule offers guidance on critical actions/tasks, sequencing, and compliance requirements for public and private works delivered within the YLP. It is a live document, used by the City's project delivery team to map out a path for implementation of the FMP, aligning with key project phases, being:

- **Pre-Construction / Planning** – This phase establishes the technical, organisational and regulatory foundations for a specific works package (ie. the boardwalk linking The Settlement and Mary Lindsay Homestead Sub-Precincts). Its purpose is to confirm scope, understand site conditions, define risks, and outline the pathway for procurement of specialist consultants for the design, approvals and detailed cost planning.
- **Construction** – This phase focuses on translating documented and approved designs into built outcomes. It involves contractor procurement, site establishment, construction management, quality control, and ensuring works are delivered safely, on time, and in accordance with the contract and approved documentation.
- **Post-Construction** – This phase ensures the completed works perform as intended, establishes operational readiness, and finalises all obligations under the defects and handover periods. It includes performance monitoring and maintenance coordination.

5.1 Staging the Implementation

The implementation of the FMP will be staged in line with funding available for the various aspects of the Plan outlined in Section 4. Works will likely be grouped as follows:

- Services upgrades (Stages 1 + 2) as described in the Services Engineering Report prepared by JDSi. The delivery of these works is already funded and planned for 2026 – 2027, with construction for Stage 1 – Brazier Rd commencing in late 2025, providing critical infrastructure for the YLP to enable the FMP Implementation.
- Civil Works / Parking Upgrades as described in the Services Engineering Report prepared by JDSi. 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.
- Private 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.

The critical enabler for the public works (3rd point above) is the detailed design for the Sub-Precincts; the FMP Design is currently at Concept Design stage only and not suitable for tender or construction. Subject to endorsement of the FMP, a staging plan and detailed programme will be developed to guide the implementation and, importantly, prioritise work packages which are already funded and/or which offer the highest community benefit. This planning effort will form part of the Pre-Construction Phase.

5.2 Governance & Approvals Process

Initially, the Draft FMP will be reviewed by the City of Wanneroo ahead of a Public Advertising Period in late 2025 / early 2026. The Draft FMP will then be updated to reflect feedback from the community, if needed, and finalised as an FMP document. The FMP will then be re-submitted to CoW Council in early 2026 for final approval before being formally submitted to the WAPC, via the Department of Planning, Lands and Heritage (DPLH) for distribution to government agencies.

The approval pathway required for individual works within the FMP depends on the nature of the works proposed, as follows:

- **Public works delivered by the City of Wanneroo.** As a local government, the City has the right under section 6 of the *Planning and Development Act 2005* to undertake public works – such as the boardwalk linking The Settlement and Mary Lindsay Homestead, and walkways/lookouts at Dune Park – without WAPC or local planning scheme approval. This exemption does not apply to clearing of regionally significant Bush Forever vegetation or works affecting heritage-protected places, which remain subject to approval under clauses 29(3)-(6) and 30(2) of the MRS.
- **Private development.** Development by others — such as the Beach Bar and other retail buildings at The Settlement, and the Family Café at Fisherman's Hollow — will require development approval from the WAPC in accordance with the MRS, unless a specific permitted-development category under clause 29 applies.
- **Development on Urban and Rural zoned land.** Works on the Urban-zoned areas along the eastern boundary and the four privately owned Rural-zoned lots are generally exempt from MRS approval unless triggered under clause 28 of the MRS or section 112 of the PD Act, but will typically still require approval under the City of Wanneroo District Planning Scheme No. 3.

Once the required approvals are obtained and the FMP is aligned with State Government expectations, the FMP will be formally adopted by the City, meaning that any development — public or private — within the YLP will then be subject to the requirements described in this FMP.

The FMP will not apply to infrastructure upgrades such as precinct-wide water and sewerage reticulation, communications, gas, etc. These are being delivered as part of a separate scope of works to support the implementation of the FMP, being the detailed engineering design and services upgrade works. These works, including relevant authority approvals to a construction-ready status, are currently underway, and will be progressed in consultation with the City of Wanneroo and other stakeholders. However, the services strategy has been developed in parallel with this FMP and considers its intent, specifically with regard to environmental impact. The Engineering Summary Report prepared by JDSi (Appendix F) provides further information.

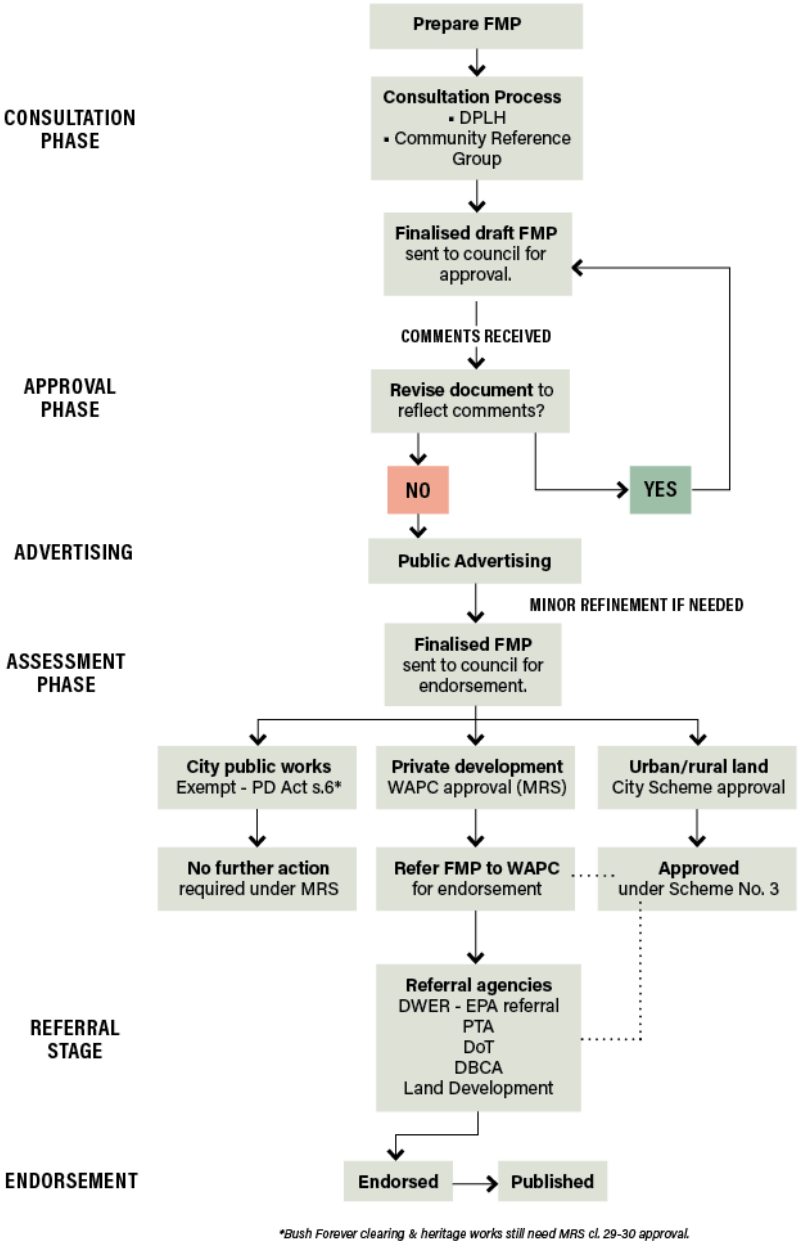


Figure 26. FMP Approval and Endorsement Process

6. APPENDICES

The following documents have been appended to this FMP report document:

A. CAD Drawing Package including Masterplan and Concept Plans, prepared by UDLA (2025).
B. Coloured Drawing Package including Masterplan and Concept Plans, prepared by UDLA (2025)
C. Design Control Framework, prepared by UDLA with input from Hames Sharley & Natural Area (2025)
D. FMP Implementation Schedule, prepared by UDLA (2025)
E. Environmental Management Report (EMP), prepared by Natural Area (2025)
F. Engineering Services Report, prepared by JDSi (2025)
G. Report of Aboriginal Archaeological and Ethnographic Heritage Survey for the Yanchep Lagoon Precinct, prepared by Archae-Aus (2025). This document is in 'Draft' status.
H. Access & Inclusion Study, prepared by OHA (2025)
I. PFMP Reports including Transport Analysis Report (PJA, 2024), Economic Feasibility Study (Pracsys, 2024), Bushfire Management Plan (Bushfire Works, 2024), and Engagement Strategy (UDLA, 2024)
J. Council Report Minutes CP01-03/26 Yanchep Lagoon Foreshore Management Plan - Community Engagement Outcomes of 24 March 2026.