Yanchep Lagoon Improvement Project

Yanchep, Wanneroo

Questions and Answers

24 April 2026

City of Wanneroo

Table of contents

Section 1 – Project background
Section 2 – Environment and Risk
Section 3 – Community engagement
Section 4 – Boardwalk
Section 5 – Brazier Road
Section 6 – Commercial
Public Questions – Ordinary Council Meeting: March 26

Section 1 – Project background 4
1.1 What is a Foreshore Management Plan (FMP)? 4
1.2 What is the specific purpose of the Yanchep Lagoon Precinct (YLP) FMP? 4
1.3 What is the role of the Yanchep Lagoon Masterplan in current planning decisions? 5
1.4 What was the vision for the Yanchep Lagoon Precinct as identified in the original Masterplan? 5
1.5 What is the Yanchep Coastal Management Plan (CMP) and do we need both a FMP and a CMP for the same area? 5
1.6 When will detailed costings for the project be available? 5
1.7 What funding has been allocated to deliver this project? 6
Section 2 – Environment and Risk 6
2.1 What is the Coastal Management Study, and how can the community be involved? 6
2.2 Will the proposed coastal boardwalk impact coastal hazard management? 7
2.3 How will fauna be protected during works? 7
2.4 Will extra vegetation clearing or land battering be required? 7
2.5 Where can I find information about Coastal Hazard Risk mapping? 8
2.6 Is the City creating a fire hazard by building in vegetated areas? 8
2.7 How is the City managing risks associated with boardwalk concepts? 8
Section 3 – Community engagement 9
3.1 Will the Community Advisory Group continue into the project's implementation phase? 9
3.2 How will the City communicate the Foreshore Management Plan (FMP) implementation progress? 9
3.3 How and when can the community provide feedback on the Draft Foreshore Management Plan? 10
3.4 Why was the draft FMP engagement period longer than usual? 11

3.4 Has community feedback influenced the Draft Foreshore Management Plan? 11
3.5 How are Aboriginal Cultural Heritage and Historic Heritage (Mary Lindsay) considerations being addressed? 11
3.6 When is development going to start? 11
Section 4 – Boardwalk 12
4.1 Why are boardwalks proposed for the Yanchep Lagoon? 12
4.2 Has the community been engaged on the boardwalk proposal? 12
4.3 How was the boardwalk location decided? 12
4.4 Will there be access points from the coastal boardwalk to the beach? 13
4.5 Why is the boardwalk proposed mid-dune rather than along the beachfront? 13
4.6 Is the boardwalk accessible for people with mobility needs? 13
4.7 Will the boardwalk impact nearby houses or views? 13
4.8 How do the boardwalks protect the natural character of Yanchep Lagoon Precinct? 14
4.9 When will the City conduct geotechnical assessments for coastal boardwalk? 14
4.10 What boardwalk lighting solutions will the City apply to address a perceived increase in nuisance behaviours? 14
Section 5 – Brazier Road 15
5.1 Why are changes to Brazier Road being proposed? 15
5.2 Why is part of Brazier Road proposed to be narrowed and made one-way? 15
5.3 Will public transport connections improve along Brazier Road? 15
5.4 How will pedestrians and cyclists be accommodated on Brazier Road? 15
5.5 How will precinct parking be affected by the changes to Brazier Road? 16
5.6 Will access to existing amenities including the beach, toilets, footpaths and café be impacted? 16
5.7 How is the City supporting a pedestrian-friendly environment so families and parents with prams can walk end-to-end? 16
5.8 Will extra shops and commercial activity impact the Lagoon's unique identity? 17
5.9 Has comparative traffic modelling been undertaken for the one-way Brazier Road option, and will this modelling be made public? 17
5.10 Is the proposed increase of 105 parking bays sufficient for current and future demand, particularly during peak summer days and Surf Life Saving events? 17
5.11 What is being planned and when, for the old Yanchep Surf Lifesaving Club site? 18

Section 1 – Project background

1.1 What is a Foreshore Management Plan (FMP)?

A number of Foreshore Management Plans (FMPs) apply to the City's coastline and provide detailed direction on management regimes, infrastructure requirements and approval processes for coastal areas within a specified precinct boundary.

The FMP for the Yanchep Lagoon Precinct (YLP) has been developed in accordance with the Yanchep-Two Rocks District Structure Plan, the 2007 Yanchep-Two Rocks Foreshore Management Plan, the State Coastal Planning Policy SPP 2.6 and the Metropolitan Regional Scheme. It supersedes the Preliminary Foreshore Management Plan (PFMP) which was developed in 2024 in response to a request from the Department of Planning, Lands and Heritage (DPLH) during the Yanchep Lagoon Master planning phase in 2019.

A list of all FMPs that have been endorsed by Council to date and a map of the Wanneroo coastline that illustrates the applicable areas is available here.

1.2 What is the specific purpose of the Yanchep Lagoon Precinct (YLP) 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 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 three 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 Crown land management order terms that align land uses with those proposed under the Metropolitan Region Scheme, balancing the protection of environment with appropriate development to enhance community use of the precinct.
- Support the City’s conversations with potential developers to initiate investment and delivery of private built form within the YLP.

1.3 What is the role of the Yanchep Lagoon Masterplan in current planning decisions?

The Yanchep Lagoon Masterplan provides a high-level vision for the Yanchep Lagoon Precinct (YLP). In 2018-2019, the Yanchep Lagoon Masterplan was developed and later adopted by Council. It provided an in-principal blueprint for all future development, amenity improvements and activation initiatives within the Yanchep Lagoon and the immediate surrounding area, identified as the 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 for the final Foreshore Management Plan (FMP) as the primary 'statutory' control document, to regulate development and manage the Foreshore Reserve.

1.4 What was the vision for the Yanchep Lagoon Precinct as identified in the original Masterplan?

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"

1.5 What is the Yanchep Coastal Management Plan (CMP) and do we need both a FMP and a CMP for the same area?

The Coastal Management Plan sets a strategic direction, while the FMP is the primary implementation document for this precinct. In practice, the approved FMP will govern delivery here, as aligned with the Yanchep CMP and coastal management study. CMPs may identify potential corridors, but these are indicative only and do not mandate infrastructure in particular locations.

1.6 When will detailed costings for the project be available?

Current (March 2026) project cost estimates and current Long Term Financial Plan (LTFP) allocations is provided as follows. These costs will be refined for each stage as they develop including value engineering exercises to ensure value for money. Cost estimates were prepared as part of, the draft Foreshore Management Plan. Detailed materials, designs and

refined costings will be developed in later stages, subject to further planning, approvals and Council consideration.

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

1.7 What funding has been allocated to deliver this project?

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

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

Section 2 – Environment and Risk

2.1 What is the Coastal Management Study, and how can the community be involved?

A Coastal Management Study is being progressed to inform and address erosion, vulnerability and beach access issues identified in the City's Coastal Hazard Risk Management and Adaptation Plan (CHRMAP). Alongside the Foreshore Management Plan, the City is monitoring the Coastal Management Study outcomes to better understand coastal processes and risks. This study is examining options such as sand management, groyne modifications,

artificial reefs and managed retreat. Updates will be shared via the City's website, on-site signage and project communications. Visit Yanchep Coastal Management Project | Your Say for further information.

2.2 Will the proposed coastal boardwalk impact coastal hazard management?

The draft FMP references the City's Coastal Hazard Risk Management and Adaptation Planning (CHRMAP) framework and aligns with ongoing Yanchep Coastal Management studies. Coastal dynamics are being examined through modelling and monitoring. Detailed boardwalk design, including location, construction method and design, will be informed by these studies and confirmed through detailed design and the approvals process.

2.3 How will fauna be protected during works?

Environmental assessments address fauna management through avoidance and minimisation measures, and where required, approved management actions. Any future construction works will comply with environmental approvals and include appropriate protections for fauna, including reptiles. Where fauna management is required, it will be addressed at detailed design through methods that are practicable, compliant and humane, under the conditions of the relevant environmental approvals.

2.4 Will extra vegetation clearing or land battering be required?

The FMP considers protecting native vegetation a priority with the proposed development footprint aligned primarily within the existing development footprint and as such negates the need for extensive vegetation clearing.

Works will impact approximately 0.215 ha of native vegetation total, retaining an average of 99.5% of vegetation in good and above condition. The proposed total area to be revegetated is approximately 4.408 ha, representing a significant commitment by the City to balance the vegetation impact.

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

2.5 Where can I find information about Coastal Hazard Risk mapping?

Coastal Hazard Risk information is based on the City's Coastal Hazard Risk Management and Adaptation Planning (CHRMAP) work. This can be reviewed the City's Website.

Further, the City is concurrently progressing a Coastal management Study - visit Yanchep Coastal Management Project | Your Say for further information.

2.6 Is the City creating a fire hazard by building in vegetated areas?

Fire risk has been assessed at a planning level and will be further addressed during detailed design. The boardwalks do not impact existing fire access tracks, use non-timber materials where possible and will include operational controls to manage risk. This assessment and control will apply throughout the proposed built form and be articulated through detailed design. Further to the FMP, additional detailed analyses will occur to determine if the proposed structures of the FMP require additional risk mitigation strategies.

2.7 How is the City managing risks associated with boardwalk concepts?

The boardwalk alignments reflect an effort to balance risk, environmental, coastal, heritage, and resident sensitivities and considerations, while achieving functional intentions for the site holistically. The concept positions the coastal boardwalk west of the current fire access track, set back 15–28 metres from dwellings, below their main sightline, and outside the Aboriginal Cultural Heritage site, while aligning with vegetation patterns and coastal vulnerability indicators. Further risk management will occur through:

- Selection of fire sensitive composite, non-timber materials (where possible) that meet Australian Standards (for fire test certification):
- Minimal-disturbance screw-pile construction (where possible);
- Alignment to follows vegetation patterns and coastal risk indicators
- Commitment to not utilise coastal fire access track for network connectivity; and
- Standard operational measures such as wayfinding/signage, site inspections, housekeeping, bin placement, and monitoring/surveillance.

These elements will be confirmed during detailed design and through the relevant approvals processes. When considered alongside financial assessments and broader accessibility requirements, this presents a sound and implementable option.

Section 3 – Community engagement

3.1 Will the Community Advisory Group continue into the project's implementation phase?

A Yanchep Lagoon Community Working Group was established through a public Expression of Interest (EOI) process open to all community members for several years. This group, along with earlier workshop participants (2019 and 2024/25), contributed to initial visioning, preliminary concept and FMP stages of the project. The Working Group is no longer active as its role was concluded upon submission of the draft FMP. All participating stakeholders, along with the subscribers and visitors to the project's Your Say platform are informed on progress of the Yanchep Lagoon Improvement project. Future engagement opportunities will again be widely promoted and publicised on the Yanchep Lagoon Improvement page.

3.2 How will the City communicate the Foreshore Management Plan (FMP) implementation progress?

Yanchep Lagoon Improvement Project Website

The central source of truth for the project. The webpage will host updates, timelines, key documents, Council decisions, Q&As and "Who's Listening" contacts. Content will be refreshed at defined milestones.

Your Say Platform

Used to support transparency and accessibility for specific and discrete individual projects such as detailed designs workshops. This site will also host the Communications Survey function.

Milestone Email Updates / Interactive E News

Targeted email updates to subscribers and registered stakeholders at key milestones (e.g. WAPC outcomes, Council decisions, commencement of detailed design stages). Hard copy versions will be available at the Yanchep Hub upon request. Information also hosted on the Improvement Web page

Questions (Q&As)

A dynamic Q&A section will be maintained and updated as relevant new questions arise, helping to clarify technical matters, respond to recurring themes, and reduce reactive enquiries. Media Releases and Social Media Updates

Used selectively at major milestones or engagement period changes to ensure broader awareness, with content managed through Communications and Brand aligned to the Lagoon Project Board position (and Improvement Page content), and moderated in line with City policy.

Accessible and Inclusive Methods

Hard copy and translated materials available upon request.

Direct telephone and email contact with Place Specialist via the “Who’s Listening” contact list.

Place Based / Targeted Engagement (As Required)

Targeted, place-based information sessions will occur at defined detailed design milestones for specific components, where explanation and clarification would benefit local understanding and Council decision making These sessions will be structured, time limited and information led, focused on explaining outcomes and next steps.

3.3 How and when can the community provide feedback on the Draft Foreshore Management Plan?

Community engagement undertaken for the project has been extensive, building on the 2019 Master Plan and the 2025 Preliminary FMP. Overall feedback illustrated broad support for progressing the FMP, particularly where it reflects a light-touch approach, protects the natural environment, and improves safety and access.

The last engagement stage for draft FMP was open for public comment via the City’s Your Say Wanneroo platform. Engagement was supported by on site signage; letterbox drops and social media. Feedback was open until 8 February 2026, which included an extended engagement period of approximately seven weeks. While generally supported as articulated in the March Council report, it is noted that some localised concerns raised were concentrated around traffic flow and the coastal boardwalk interface near the Homestead area, rather than the FMP as a whole or the holistic concept supported since its inception in 2019. These matters will be further addressed through detailed design and implementation planning, informed by Council direction.

The City’s primary communication channel for implementation phase engagement will be the Yanchep Lagoon Improvement webpage, supported by the Your Say platform, which will remain the central source of truth for the project updates

3.4 Why was the draft FMP engagement period longer than usual?

A standard non-statutory public advertising period is around three weeks. This engagement period was extended to seven weeks to:

- Cover the Christmas/New Year holiday period,
- Capture feedback during a peak visitation period at the lagoon, and
- Allow additional opportunities for direct, targeted, in person and digital stakeholder input.

3.4 Has community feedback influenced the Draft Foreshore Management Plan?

Yes, the Draft FMP reflects input received across the entire 2019 – 2026 engagement stages, including workshops, working groups, online forums and targeted meetings. Recent consultation outcomes are also summarised in the March 2026 Council report. Further feedback will be considered through individual project delivery detailed design phases.

3.5 How are Aboriginal Cultural Heritage and Historic Heritage (Mary Lindsay) considerations being addressed?

The project has included engagement with Aboriginal Knowledge Holders, Traditional Custodians and Heritage specialists. Both Historic and Cultural Heritage considerations are integrated into the draft FMP, and future works will continue to follow Aboriginal Cultural Heritage (ACH) due diligence processes. Opportunities for layered character interpretation and storytelling are also considered as part of the precinct's place experience and will be explored through detailed design and delivery phases.

3.6 When is development going to start?

The Plan has been endorsed by Council and submitted to the Western Australian Planning Commission (WAPC). Subject to State approval, a detailed Implementation Plan will return to Council in **July 2026**, with staged works delivered over coming years.

Section 4 – Boardwalk

4.1 Why are boardwalks proposed for the Yanchep Lagoon?

The boardwalks proposed provide a continuous, accessible connection between spaces and key destinations within the Yanchep Lagoon Precinct, including Fisherman's Hollow, the Settlement and Mary Lindsay Homestead. It improves safety, legibility and overall visitor experience beyond what the existing road and footpath network can offer. The boardwalks are intended to enhance precinct connectivity rather than duplicate roadside paths.

Final alignments, construction methods, lighting and operational settings are not endorsed at this time and will be resolved through detailed design, environmental/heritage due-diligence, geotechnical investigations and standard approvals, once the FMP has been endorsed by WAPC and Council.

4.2 Has the community been engaged on the boardwalk proposal?

Yes. The City has undertaken extensive engagement, including public consultation during the Master Plan 2019, Preliminary Foreshore Management Plan 2024/5, and Draft Foreshore Management Plan 2026 stages. The Draft FMP engagement period was extended to approximately seven weeks, exceeding typical non-statutory advertising periods, to allow greater participation 2026. Additional targeted engagements included:

- Direct engagement with adjacent landowners
- Workshops with stakeholder groups including the former Working Group and PFMP attendees
- On-site signage, letterbox drops, social media promotion and subscriber updates
- Invitations for follow-up meetings in person, online or by phone

The draft FMP sees the boardwalk concept aligned at the Settlement mid-dunes, similar to the original Master Plan 2019 and not along the Beach front as per previous PFMP of 2025 due to site investigations.

4.3 How was the boardwalk location decided?

The current proposed location reflects balanced outcomes from environmental, coastal hazard, heritage, sustainability and engagement assessments. Further refinement may occur during detailed design, subject to approvals.

4.4 Will there be access points from the coastal boardwalk to the beach?

The current Draft Foreshore Management Plan does not include any access points from the boardwalk to the beach.

4.5 Why is the boardwalk proposed mid-dune rather than along the beachfront?

A beachfront boardwalk would be disrespectfully positioned within a registered Aboriginal Heritage Site, would be exposed to potential coastal vulnerability including sand movement and storm damage, and would not allow efficient and accessible connectivity to and from destinations, car parks etc. The current concept balances coastal risk, vegetation protection, accessibility and long-term durability. The boardwalk was shown in a similar location in the 2019 Master Plan and has been progressively refined through the PFMP and FMP. It remains a concept-level alignment, with the final location and elevation required to return to Council after further site investigations.

4.6 Is the boardwalk accessible for people with mobility needs?

Universal access is a key driver of the precinct's design. The draft FMP includes guidance to support inclusive access. Detailed gradients, widths, surfaces and rail details will be confirmed during later design stages with specialist input to ensure compliance.

4.7 Will the boardwalk impact nearby houses or views?

The draft Foreshore Management Plan proposes that the boardwalk location is:

- West of the adjacent properties and positioned on the down-slope of the dunes
- Positioned at a level below nearby property elevations
- Set back from residences (generally more than 15 metres)

This approach is intended to reduce visual impact, maintain views and minimise impacts on residential amenity. Final boardwalk design and location may differ through the detailed design process and is subject to approvals.

4.8 How do the boardwalks protect the natural character of Yanchep Lagoon Precinct?

Consistent with the Council endorsed approach, the draft Foreshore Management Plan adopts a “light-touch” development approach. The boardwalks are being designed to prioritise protection of the area’s natural features, reinforce its sense of place and demonstrate best-practice foreshore development guided by placemaking principles rather than economic intensity.

4.9 When will the City conduct geotechnical assessments for coastal boardwalk?

Geotechnical investigations are undertaken at detailed design once the concept alignment and indicative pile locations are set. The concept further intends to minimise disturbance through screw pile construction, with localised works undertaken using hand held hydraulic drivers or mini excavators.

4.10 What boardwalk lighting solutions will the City apply to address a perceived increase in nuisance behaviours?

Boardwalk lighting has been included at concept level and will be finalised during detailed design. The City’s intent is low level solutions (e.g. in handrail or in deck treatments), with final design and placement to be resolved along with the viewing platform locations. These are indicative at this stage and will consider accessibility, outlooks and proximity to nearby private property. The City will test settings that support safe access and passive surveillance without unnecessary light spill, and if required apply operational measures (e.g., timing/curfews consistent with standard practice).

Regarding nuisance behaviour, this is consistent with other publicly accessible City of Wanneroo locations and will be managed operationally through signage, inspections, litter management, passive surveillance, lighting, and or routine monitoring. Ranger Services operate from 6am to 9pm, seven days per week with response times contingent on staffing and live high priority incidents.

Where behaviour is deemed anti-social, it is recommended that WA Police are contacted on 131 444.

Section 5 – Brazier Road

5.1 Why are changes to Brazier Road being proposed?

Changes to Brazier Road are proposed to create a safer, more people-focused foreshore that prioritises walking, cycling and e-transport while still providing vehicle access. The redesign reduces the dominance of road space, reallocating it to wider shared paths, improved pedestrian connections, and more efficient, decentralised parking within the existing footprint. These changes support better links between key parts of the lagoon, align with the City's Active Transport Plan (ATP), encourage alternatives to car travel for local trips, and are complemented by improved public transport connections to nearby train stations.

5.2 Why is part of Brazier Road proposed to be narrowed and made one-way?

Narrowing the road and converting part of it to one-way traffic allows space to be reallocated to wider pedestrian areas, safer shared paths and more efficient parking, all within the existing road reserve. A one-way section allows space to be rebalanced away from vehicles and towards pedestrians. This improves safety, reduces traffic speeds and creates a calmer foreshore environment.

5.3 Will public transport connections improve along Brazier Road?

A trial amendment to bus route 494 is being undertaken in collaboration with the Public Transport Authority (PTA), improving connections between the Lagoon, Yanchep Train Station and Eglinton Train Station. Data from the trial will inform whether the changes become permanent or seasonal.

5.4 How will pedestrians and cyclists be accommodated on Brazier Road?

Localised destination Boardwalks and a Principal Shared Path (PSP) is proposed along the full length of Brazier Road, providing a safe, clear route for pedestrians, cyclists, e-bikes and other rideables. These form part of a broader network of paths and walking loops connecting key foreshore destinations.

5.5 How will precinct parking be affected by the changes to Brazier Road?

The Yanchep Lagoon FMP adopts a distributed and landscape-sensitive parking strategy that retains existing infrastructure, formalises roadside parking and limits large parking areas. The use of angled parking along Brazier Road plays an important role in preserving views to the lagoon, reducing the visual impact of cars, and improving traffic flow in a low-speed coastal environment. Overall, the plan provides 105 new parking spaces through efficient use of existing space. Angled parking also improves traffic operations along the foreshore road network through:

- Simpler entry and exit manoeuvres, reducing the time vehicles spend reversing or searching for bays.
- Improved visibility when leaving bays, particularly where parking faces the direction of travel.
- Lower traffic speeds, as drivers move cautiously through areas with visible parking activity.
- More efficient use of linear road space, allowing a higher number of bays without widening roads significantly.

The parking strategy seeks to retain and optimise existing infrastructure rather than introduce large new car parks with the intent to reduce environmental impact, limit vegetation clearing and maintain the visual quality of the foreshore landscape

5.6 Will access to existing amenities including the beach, toilets, footpaths and café be impacted?

Access to the beach, public toilets, cafés (including Orion Café), car parks and existing footpaths will be maintained throughout the precinct. The FMP improves how these destinations are connected so they are easier and safer to reach on foot.

5.7 How is the City supporting a pedestrian-friendly environment so families and parents with prams can walk end-to-end?

The FMP prioritises pedestrians by widening footpaths, improving crossings, slowing traffic speeds and creating continuous walking routes between car parks, key destinations, and access points. Universal access is a core design principle and will be confirmed during detailed design.

5.8 Will extra shops and commercial activity impact the Lagoon's unique identity?

Development is deliberately limited in scale and clustered in existing activity areas to protect the Lagoon's natural character. The focus is on a light-touch approach that keeps the area "natural, local, special and simple".

5.9 Has comparative traffic modelling been undertaken for the one-way Brazier Road option, and will this modelling be made public?

The FMP focuses on reducing the dominance of vehicle infrastructure in the precinct to improve parking efficiency and increase space for pedestrians. While it is envisaged that there will be an increase in traffic along Wilkie Avenue, it is already a designated Local Distributor road and a bus route, designed sufficiently to account for this increase.

FMP proposals have given consideration to previous 2024 Transport and Access Approach developed on behalf of the City, (Refer Appendix I of the FMP). It is further noted that the City undertook traffic assessment on Wilkie in 2024 with some issues recorded, however not sufficient for a project intervention. The City does acknowledge suggested traffic calming and speed reduction strategies.

5.10 Is the proposed increase of 105 parking bays sufficient for current and future demand, particularly during peak summer days and Surf Life Saving events?

By formalising existing informal parking areas and reconfiguring Brazier Road to improve efficiency, the FMP focuses on decentralising parking infrastructure. Consultation with the Department of Planning, Lands and Heritage (DPLH) in 2024 suggested that a tailored parking approach for the precinct be described in the FMP to allow for flexibility beyond the City's standard requirements, being District Planning Scheme No. 2 (DPS No. 2). This was confirmed in 2025 however, the City 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 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 and aligned also to the Transport Strategy.

5.11 What is being planned and when, for the old Yanchep Surf Lifesaving Club site?

The developer and approved tenant, Be Our Guest Holdings Pty Ltd is close to finalising its development application. The development application will be lodged with the Western Australian Planning Commission (WAPC) for assessment. This is expected to occur in the coming months. For further information, review the 2026 Updates section on the Yanchep Lagoon Improvement page regarding 'Old Surf Club Redevelopment'. It is noted that this project falls outside of the Foreshore Management Plan scope.

Public Questions – Ordinary Council Meeting: March 26