

**ENGINEERING****10.1.8 BEACH ACCESS PATH RATIONALIZATION**

**File Ref:** SUB/2798  
**Attachments:** Nil  
**Responsible Officer:** Matthew Scott, Chief Executive Officer  
**Author:** Shaun Kan, Executive Manager Engineering Services  
**Author Disclosure of Interest:** Nil

---

**SUMMARY**

Council is asked to consider putting out the proposed beach access path layout attached for public consultation. The rationalized access arrangements will involve the closure of several existing paths and has the potential to deliver cost savings in the order of \$3 million in the long term.

It is also intended that an application be made to the State Government for a grant to implement the Beach Emergency Numbering (BEN) signs at paths on the new layout.

**BACKGROUND**

Council at the August 2020 Ordinary Meeting requested for all the existing beach access paths to be rationalized to reduce the quantity of such infrastructure that needs to be maintained. This would in turn reduce the preservation cost.

*THAT Council:*

- 1. REJECTS all tenders submitted given the major changes to scope in the preferred revised concept;*
- 2. APPROVES the revised S15 concept, shown in the background section of the report, with the exception of section one shown on the diagram (Node) that would be built to the original design presented to Council at the June 2020 Ordinary Meeting;*
- 3. REQUESTS the Administration to undertake the rationalisation of all the beach access paths along the Cottesloe Foreshore and for an item to be brought to an Ordinary Council Meeting recommending the future beach access arrangements; and*
- 4. NOTES that the remaining sections two to five in the concept referred to in Point Two will not be in accordance with the Beach Access Style Guide.*
- 5. Request that the Administration programs the works to occur over summer and concluded before winter.*

*Carried 8/0*

The Administration has since undertaken a condition assessment of all the beach access paths along the Foreshore to rationalize the closure of a number of these entry points.

**STRATEGIC IMPLICATIONS**

This report is consistent with the Town's *Strategic Community Plan 2013 – 2023*.

---

Priority Area 5: Providing sustainable infrastructure and community amenities

Major Strategy 5.5: Develop a long term asset management plan.

This report is consistent with the Town's *Corporate Business Plan 2017 – 2021*.

Priority Area 3: Enhancing beach access and the foreshore.

Major Strategy 3.2: Continue to improve access to beach facilities.

### **POLICY IMPLICATIONS**

There are no perceived policy implications arising from the officer's recommendation.

### **STATUTORY ENVIRONMENT**

*Local Government Act 1995*

The Administration is satisfying a Council Resolution.

### **FINANCIAL IMPLICATIONS**

A budget item will be put up for consideration to undertake the closure of the paths once this has been accepted by Council. It is anticipated that the reduction of beach access paths will reduce the cost of upgrade and maintenance in the long term financial plan.

The closure of the access points will deliver cost savings in the order of \$3 million.

### **STAFFING IMPLICATIONS**

There are no perceived staffing implications arising from the officer's recommendation.

The closure would most likely be undertaken by the Town's staff.

### **ENVIRONMENTAL SUSTAINABILITY IMPLICATIONS**

There are no perceived sustainability implications arising from the officer's recommendation. The closure will allow for the installation of planting for dune stabilisation.

### **CONSULTATION**

Town of Cottesloe Staff

Elected Members

Cottesloe Residents and Wider Community

Emergency Responders (Local and State Government)

The Wearne Hostel have been consulted on the proposed arrangements for the paths S4 and S5 adjacent to the aged care facility and are generally supportive of a universal access path being provided at this location. They are open to further discussions once the matter has been determined by Council.

**OFFICER COMMENT**

There are currently 33 beach access paths of varying conditions along the four kilometre Cottesloe Foreshore. A recent condition assessment of these infrastructures has made the following findings:

- Very closely spaced paths (N10 to N12), (C3 to N2) and (S5 to S9) that could be rationalized;
- A number of the above paths have reached their end of life and can be closed to increase spacing;
- High maintenance of sand ladder type paths due to movement of sand during storm events (ongoing public complaints and cut/fill earthworks by operations team);
- This will reduce ongoing maintenance expenditure and save on asset replacement cost;
- Inconsistent and poor condition of path identification signs; and
- There is the opportunity to introduce the State Government's Beach Emergency Number (BEN) Signs Program as part of the rationalization;

Based on the assessment outcome above, the Administration recommends the following path arrangements below. It would be important to note that what is being proposed is preliminary, based on alternative access within reasonable proximity.

The intent is then to put this out for consultation with public comments being considered before a final layout is brought back to Council for acceptance.

Council will be informed of the beach access path layout mapping format prior to the commencement of the consultation.

**Recommendation One: Amalgamation of N10, N11 and N12 Paths (closure of N10 and N12)**

This arrangement involves the closure of N12 and N10 sand ladder paths with N11 being kept open. Consideration should be given to upgrading the surface of N11 to a boardwalk type platform to reduce maintenance costs associated with eroding sand ladder paths.

The arrangement above:

- Increase spacing from N11 to the next path N9 (condition good, concrete steps) from 70 to 155 metres.
- With the closure of N10, current users can access the beach either through N11 (85 metres to the north) or N9 (70 metres to the south).
- With the closure of N12, current users of this path can use N11 (70 metres to the south) or alternatively NE35, the access point approximately 10 metres to the north within the City of Nedlands.

**Recommendation Two: Closure of Path N2**

- N2 to be closed to improve separation to adjacent path N3 (to the north) and C4 (to the south).

- N2 (condition poor/no longer fit for purpose, sand/ladder) is due for replacement in coming years.
- N1 (condition average, sand ramp/ladder) can remain open to provide more direct access from Car Park two. However, given continuous maintenance issues, some form of board walk may need to be installed to address the problem of eroding sand.
- With the closure of N2, current users have access to N3 (35 metres to the north) and N1 (85 metres to the south).

**Recommendation Three: Permanent closure of C3 with C0, C1, C2 and C4 to remain open**

- C0, C1, C2 and C4 to remain open
- C3 path was recently destroyed with the destruction of Rotunda during a storm caused landslide. This path not be replaced as there is alternative access to C4 (35 metres to the north and C0 (100 metres to the south).
- This storm destroyed footpath section will be built to the approved Foreshore Redevelopment detail design, after the drawings have been accepted by Council.
- The Administration is currently discussing the damage claims with the Town's insurers to determine the scope of works the scope of works covered by the policy.

**Recommendation Four: Closure of path S11 and keep paths S9 to S15 open**

- S11 (condition poor, sand / ladder path) is due for replacement in the coming years and should be closed.
- With the closure of S11, current users will still be able to access the beach through S12 (100metres to the north) and S10 (85metres to the south).
- Other paths (S9, S10, S12 and S15) can remain open as they are well spaced (100 to 300metres apart) and generally in very good condition.
- S9 (condition average, sand ladder steps) could be upgraded to a boardwalk type surface step to reduce cut and fill earth works with eroding sand after each storm event.
- S10 and S12 (condition of both very good, replas steps) were upgraded 2 years ago – no further works required.
- S15 (condition poor, concrete surfers access steps) will be upgraded this year, design is being revised (August 2020 OCM resolution).

**Recommendation Five: Closure of Path S6**

- Closure of S6 (dog beach, poor condition, limestone / asphalt path).
- S7 and S8 (surfers access) remains open (condition good, asphalt path).
- Existing users of S6 have to walk 35metres north to access S7 and 70metres south to access S5.

**Recommendation Six: Future of S4 and S5 would depend on public consultation feedback including engineering and cost feasibility analysis on possible options (listed below) before a decision is made on both these paths**

- Both paths lead to the dog beach.
- S5 (condition good, timber stairs)
- S4 (condition good, timbers steps) but requires a boardwalk at the beach landing to provide a safe walking surface over rocks.
- The following options will be put out for consultation:
  - (a) Option one: Close S4 and relocate this path south closer to Gibney Street with universal access
  - (b) Option two: Close S5 and relocate this path south closer to Gibney Street with universal access, noting that users of S6 (with its proposed closure) will now have to walk 100metres to S5 instead of 70metres
  - (c) Option three: Close both S4 and S5. Construct a new universal beach access path at the Gibney Street crossing
  - (d) Option four: Both paths remain open and upgrade S7 to provide universal access

The proposed path closures above have been summarized in the table below:

Path Number	Rating	Comments	Landmark
N12	2	needs sand at the bottom and consider closing	North Street Roundabout
<b>70m</b>			
N11	2	needs sand at the bottom	
<b>85m</b>			
N10	3	Should be closed as this path continually requires sand nourishment	
<b>70m</b>			
N9	2	Needs concrete repairs but structurally sound	Vera View Slow Point
<b>130m</b>			
N8	2		
<b>150m</b>			
N7	1	Recently upgraded	Grant Street
<b>110m</b>			
N6	3	Needs sand at the bottom	
<b>180m</b>			
N4	2	Bottom treads need replacing	
<b>210m</b>			
N3	2	Needs sand at the bottom	
<b>35m</b>			
N2	5	Poor condition requiring replacement	
<b>85m</b>			
N1	3		
<b>70m</b>			

C4	2		
<b>35m</b>			
C3	5	storm damaged	
<b>100m</b>			
Unknown Path			Edge of northern terraces
<b>40m</b>			
C2	1		northern side of Indianas
<b>85m</b>			
C1	1		southern side of Indianas
<b>280m</b>			
S15	5	Will be upgraded 2020/2021	
<b>200m</b>			
S14	1		
<b>130m</b>			
S13	1		
<b>200m</b>			
S12	1		
<b>100m</b>			
S11	5	should be removed	
<b>85m</b>			
S10	1		
<b>100m</b>			
S9	3		
<b>70m</b>			
S8	5		
<b>35m</b>			
S7	2		
<b>35m</b>			
S6	5	Should be removed joins into s7	
<b>70</b>			
S5	2	close existing path and relocate closer to Gibney Street crossing.	
<b>150m</b>			
S4	2	needs platform at bottom 2020/21 capital works	
<b>280m</b>			
S3	4		
<b>220m</b>			
S2	2		
<b>85m</b>			
S1	1		

 Proposed Closure

 Pending consultation and engineering investigations

In addition to the above, it is also recommended that the beach access path signage be upgraded accordingly to optimize emergency response. Consideration should be given to the Beach Emergency Numbering (BEN) Signs system currently being rolled out by the State Government. A grant application will be progressed after Council accepts a final beach access path access layout.

### **VOTING REQUIREMENT**

Simple Majority

### **OFFICER RECOMMENDATION**

THAT Council:

1. ACCEPTS the following beach access path rationalization as per the officer's comment section for the purpose of public consultation:
  - a. Amalgamation of N10, N11 and N12 Paths through the permanent closure of N10 and N12 with N11 to remain open;
  - b. Permanent closure of N2;
  - c. Permanent closure of C3;
  - d. Permanent closure of path S11;
  - e. Permanent closure of S6;
  - f. The final arrangement for path S4 and S5 will be subjected to consultation feedback on the options listed under recommendation seven within the officer's comments and further engineering investigations;
2. NOTES that the matter will be brought back to an Ordinary Council Meeting after the public consultation;
3. NOTES that elected members will be provided with information that will be sent out to the public before the start of the consultation; and
4. NOTES that the beach access path signage will be upgraded accordingly with the final approved layout.

**COUNCILLOR MOTION AND COUNCIL RESOLUTION**

Moved Cr Tucak

Seconded Cr Young

**THAT Council:**

- 1. ACCEPTS the following beach access path rationalization as per the officer's comment section for the purpose of public consultation:**
  - a. Amalgamation of N10, N11 and N12 Paths through the permanent closure of N10 ("Dog Beach") and N12 ("North Street") with N11 ("Osprey") to remain open;**
  - b. Permanent closure of N2 ("Van Eileen");**
  - c. Permanent closure of C3 (yet un-named);**
  - d. Permanent closure of path S11 ("Walbirriny" (healing));**
  - e. Permanent closure of S6 ("Deep Six");**
  - f. The final arrangement for path S4 ("Wearne") and S5 ("Gibney Street") will be subjected to consultation feedback on the options listed under recommendation seven within the officer's comments and further engineering investigations;**
- 2. NOTES that the matter will be brought back to an Ordinary Council Meeting after the public consultation;**
- 3. NOTES that elected members will be provided with information that will be sent out to the public before the start of the consultation; and**
- 4. NOTES that the beach access path signage will be upgraded accordingly with the final approved layout, including the beach path names approved by Council in November 2018 (subject to any reallocation of names from closed paths if approved by Council), BEN signs, and taking into account Council's 2019 Publik signage strategy, if so approved by Council.**

**Carried 9/0****COUNCILLOR RATIONALE:**

The Town approved its Beach Path names in November 2018, which along with the BEN signage and the Town's beach path "Signage Strategy" (by consultants Publik), will be a consideration in the beach path signage upgrade occurring after rationalisation in point 1 & 2.