

## Coogee Coastal Action Coalition

# Protect Coogee's Beaches

Stop Privatisation of Our Public Coastline  
Stop Ocean Infill for Residential Canals

In the leadup to the Port Catherine proposal there was no meaningful public consultation. Only one option was proposed - a residential canal and "marina" which doesn't clean up the beaches and return them to the public arena but destroys them. Demand a better process from your Government, which owns >80% of the land.

Consider:

- ◆ Ocean foreshore is the heritage of all West Australians held in trust by our Government not to be privatised and sold for short term monetary gain. It is non-sustainable; once its gone its gone!
- ◆ Port Catherine will occupy 1/4 of the coast from the Power Station to Woodman Point.
- ◆ Only 39% of the coast from Fremantle to Rockingham is available for recreation. In contrast the coast north of Fremantle is almost intact.
- ◆ WA's population will increase by 130,000 within 5 yrs - 40% in the Southern Corridor. Cockburn will increase by 50,000 within 15 yrs to double its size.
- ◆ We need ALL our beaches - NOT LESS - to cater for the increased recreational needs.
- ◆ The proposal is without precedent in zoning infilled ocean floor and beach as 'Urban' for private residential lots. The marinas in the northern suburbs are mostly zoned 'Parks and Recreation' and publicly owned.
- ◆ The Power Station rockwalls and groynes caused erosion of James Rock and north Coogee Beach (the Omeo wreck used to be on the beach surrounded by sand) - Port Catherine is 30x more massive and the erosion impact will be larger and longer.
- ◆ The remaining near-shore seagrass (virtually none remains in Cockburn Sound) will be covered by the infill rock or threatened by turbidity.
- ◆ It will have a significant negative impact on the visual amenity of the foreshore in and around the entire area from north of the Power Station to Woodman Point.
- ◆ Public benefit must be restoration and rehabilitation of the foreshore and retention of all natural landscapes associated with the ridgeline.

**YES! We must clean up the industrial mess**



## Marina Comparison

If you think you're getting a Hillarys style boat harbour, with all the public facilities it offers, you need to have a closer look at what is proposed:

Facility	Hillarys Boat Harbour	Port Catherine Private Marina
Ownership	Public (Dept of Transport)	Private ( ? )
Zoned	Parks & Recreation	Urban
Total size	~ 36 ha	~ 32 ha
Area of water in marina	more than 60 %	only 15 % (excluding private canals)
Boat Ramps	6 (Public)	nil in plan
Parking	2000 ( + yacht club and commercial enterprises)	only token street parking servicing the development
Boat Pens	398 (Yacht club has more)	150-160 (? Excluding private moorings in canals)
Yacht Club	Underwater, power, yacht and cruiser divisions	nil
Beach included in marina	original beach kept for pub-	nil (it destroys 1.2 km)
Restaurant/Function Centre	2	?
Public Jetty	Large low level jetty for diving and swimming	?
Tourism	Aquatic fun park and Underwater World	nil
Charter Operators/ Ferries	Ocean Fishing/Marine animal "spotting"/ Rottnest	nil
Public toilet blocks	3	?
Access	3 major roads converge; West Coast; Whitfords; and Hepburn (to freeway)	Coast road to be rerouted over the ridgeline to divert all traffic around the enclave
Private residential lots	nil - all leasehold; some short stay accommodation	160+(?)

- The Port Catherine concept is closer to Mindarie Keys, a private marina formed by excavation of existing private land; currently the only metropolitan area marina **not** zoned Parks and Recreation under Dept of Transport.
- Success Harbour (Fremantle Sailing Club) is approximately the same size as Port Catherine and gives an indication of the size and visual appearance of the breakwaters proposed for Port Catherine.

## What is needed to clean up the mess!!

Obviously the former industrial areas need to be cleaned up and residential redevelopment to defray the cost and facilitate the growth of Cockburn is rational.

However:

- ◆ The current process that “piggybacks” a marine ocean floor and coast-line land grab for private urban development under the guise of a “wonderful marina for all” onto this process is not acceptable.
- ◆ We need a balanced public consultative process employing 21st century planning which rejects the exclusive enclave concept and considers ALL the options:
  - ? Residential development of remediated industrial land (South Coogee)
  - ? Integration of the Power Station redevelopment in the overall process
  - ? Entire “buffer zone” from the industrial area to Watsons with preservation of the ridgeline
  - ? “Failed” technology park (North Coogee) replanned for residential
  - ? Balanced assessment of all marine associated recreational requirements including boating, boat ramp and jetty needs
  - ? Enhancement of beach and bay area with removal of rock walls and groynes
  - ? Continuous foreshore reserve with remediation of degraded dune areas and appropriate setbacks
  - ? Open space reserves linking Manning park, Woodman Point and Beeliar/Wetlands
  - ? Transport network – Urban (light) rail from Thompson’s Lake to Fremantle; major roads.
  - ? Integration of coastal zone from Fremantle to Woodman Point

# Save the Ridgeline

## Stop the developer axing your green links

- ◆ The Beeliar Regional Park report recommended "the retention of open space linkages between Manning Lake, Coogee open space, the coast and the Market Garden Swamps should be a priority
- ◆ The section of ridgeline in the Amendment area is the main intersection of all of the recreational pathways in the region. The proposal will reduce this open space and cut these pathways
- ◆ There is real opportunity to establish these linkages .
- ◆ From numerous strategic vantage points along the ridgeline in Manning Park, including the formal lookouts, uninterrupted vistas to the south, which essentially follow the alignment of the existing Parks and Recreation Reserves, encompasses the whole of Woodman Point Reserve and Coogee Beach. If the ridgeline is breached a sea of roof tops will destroy the visual connectivity and the dramatic sense of a piece of wilderness will be lost.

*Ecoscope† states "As with all foreshore areas there is an aesthetic value associated with areas where water meets the land...particularly for the Cockburn coastal area with the long views afforded to Cockburn Sound...public consultation established the land form of the primary dune system has an aesthetic value ... also assessed the visual quality of the (Port Catherine) site...and placed a moderate to high value on the scenic quality of the ridgeline at the rear of the area...which has qualities which are uncommon in the metropolitan region namely the ridgeline, foredunes and coastal aspect with islands offshore."*

† Integrated Coastal Management Strategy - commissioned by Cockburn Council (in Public Submissions area of Cockburn Library)

## What can you do?

- Read our submission to the Planning Commission MRS ammendment 1010/33 (copies in Fremantle and Cockburn Libraries)
- Call and join the C.C.A.C. group (Ph 9418-2748)
- Visit our Web site [http:// iinet.net.au/~robret](http://iinet.net.au/~robret)
- Write to the Premier (see our multi choice Form Letter)
- Speak to your local councillor (call council for phone number)
- Call your members of parliament (Fran Logan, Alan Carpenter, Jim McGinty)
- Watch the newspapers for our next event