

Ordinary Council Meeting

AGENDA

Tuesday 24 November 2026

City of Kalamunda

NOTICE OF MEETING
ORDINARY COUNCIL MEETING

Dear Councillors

Notice is hereby given that the next Ordinary Meeting of Council will be held in the Council Chambers, Administration Centre, 2 Railway Road, Kalamunda on **Tuesday 24 November 2026 at 6.30pm**.



Anthony Vuleta
Chief Executive Officer
19 November 2026

Acknowledgement of Traditional Owners

We wish to acknowledge the traditional custodians of the land we are meeting on, the Whadjuk Noongar people. We wish to acknowledge their Elders' past, present and future and respect their continuing culture and the contribution they make to the life of this City and this Region.

Emergency Procedures

Please view the position of Exits, Fire Extinguishers and Outdoor Assembly Area as displaced on the wall of the Council Chambers.

In case of an emergency follow the instructions given by City Staff.

Please remain at the assembly point until advised it is safe to leave.


City of Kalamunda
RICH Values
We treat everyone with dignity, fairness, and kindness—valuing diverse perspectives, listening with empathy, and fostering an inclusive environment where all voices are heard and appreciated.
Respect
We act with honesty, transparency, and accountability—upholding ethical standards, taking responsibility for our actions, and consistently doing what is right, even when no one is watching.
Integrity
We build trust through empathy, honest feedback, and mutual support—creating a safe, respectful environment where people thrive and grow. We care enough to be candid, knowing that truth shared with compassion strengthens us all.
Care
We communicate truthfully and openly—building trust through transparency, owning our actions, and fostering a culture where integrity and authenticity guide every interaction.
Honesty

Webcasting Notice

Please note that tonight's meeting other than the confidential sessions are being live streamed and recorded.

All in attendance and those addressing Council should refrain from making offensive/defamatory statements as there may be legal implications.

Council takes all care when maintaining privacy, however members of the public gallery and those addressing Council should be aware that you may be recorded.

INFORMATION FOR PUBLIC ATTENDANCE

Welcome to this evening's meeting. The following information is provided on the meeting and matters which may affect members of the public.

If you have any queries related to procedural matters, please contact a member of staff.

Ordinary Council Meetings – Procedures

1. Council Meetings are open to the public, except for Confidential Items listed on the Agenda.

2. Members of the public who are unfamiliar with meeting proceedings are invited to seek advice prior to the meeting from a City Staff Member.

3. To facilitate the smooth running of the meeting, silence is to be observed in the public gallery at all times.

4. All other arrangements are in general accordance with Council's Standing Orders, the Policies and decision of the City or Council.

Deputations and Public Question Time

These sessions in the Council Meeting provides an opportunity for people to ask any question of the Council or speak publicly on any matter.

Public Question Time

Public Question Time session will be conducted in accordance with the provisions of the Local Government Act and the City's Standing Orders.

Where a member of the public raises a question during Public Question Time, a response will be provided where Councillors or staff have the necessary information at hand; if not, a reply will be provided at a later time. There is a limit of one question per speaker per meeting.

Deputations

All speakers are limited to ten minutes, with a one-minute warning given to speakers prior to the ten-minute time period elapsing. The commencement and conclusion of time shall be advised by the Mayor/Chairperson.

It should be noted that speakers at Council meetings do not enjoy any protection from parliamentary-style privilege. Therefore, they are subject to the risk of defamation action if they make comments about individuals.

In the event that speaker makes potentially offensive or defamatory remarks about any person, the Mayor/Chairperson will ask them to refrain from such comments.

The Mayor/Chairperson has the discretion to withdraw the privilege to speak where a speaker continues to make inappropriate or offensive comments about another person, or make a point of order ruling if a speaker breaches the Guidelines.

Only the audio recording of the public address speakers will be heard on Council's webcast. Visual images of the speaker will not be captured as part of that webcast.

Schedule of Agenda Briefing Forums and Council Meetings - 2026

Ordinary Meetings of Council (OCM) commence at 6:30pm.
Public Agenda Briefing Forums (Agenda Briefing) commence at 6:30pm.

	Agenda Briefing	Ordinary Council
February	Tuesday 10	Tuesday 24
March	Tuesday 10	Tuesday 24
April	Tuesday 14	Tuesday 28
May	Tuesday 12	Tuesday 26
June	Tuesday 9	Tuesday 23
July	Tuesday 14	Tuesday 28
August	Tuesday 11	Tuesday 25
September	Tuesday 8	Tuesday 22
October	Tuesday 13	Tuesday 27
November	Tuesday 10	Tuesday 24
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1. Official Opening

2. Attendance, Apologies and Leave of Absence Previously Approved

3. Public Question Time

3.1. Questions Taken on Notice at Previous Meeting

3.1.1 Daniel Pinnington, High Wycombe (Ordinary Council Meeting 27 October 2026)

Q1. What specific measures are being proposed under the WAPC Amended Local Structure Plan (LSP) to protect and relocate residents living in Cell 8 from potential harm, and what is the proposed timeframe for implementing these measures?

A1. Officers advised that the amended LSP is still being developed and requires further supporting work before consideration by the WAPC. The LSP is a planning framework for future development and does not include specific measures or timeframes relating to the protection, relocation, or assistance of Cell 8 residents. Property-related decisions remain with individual landowners.

The Local Structure Plan (LSP) Amendment is still being developed and requires further supporting work before consideration by the WAPC. The LSP is a planning framework for future development and does not include specific measures or timeframes relating to the protection, relocation, or assistance of Cell 8 residents. Property-related decisions remain with individual landowners. The timeframe expectations is to present the LSP amendment for advertising by July 2027.

3.1.2 Michael Ryan, High Wycombe (Ordinary Council Meeting 27 October 2026)

Q1. Supplementary Question to Answer A3 in the OCM September 2026 Minutes which is "All development approvals are consistent with the relevant land use permissibility." Use Ascent Structural & Architectural Steel (Ascent Steel), 104 - 110 Sultana Road West, High Wycombe as the example. Please draw a ring around the "Use Class" to indicate the City's respective assessment for Ascent Steel and similarly draw a ring around the cross reference "Industrial Development". The answer will show whether the City assesses the "relevant land use permissibility" for Ascent Steel as P, D, A or X.

A1. With respect to the assessment that's been undertaken historically on some of these sites, there are really two ways, as has been explained before, for you to secure that level of information. Either through the consultation process or through a freedom of information approach.

The City cannot do a planning assessment for you with respect to all the land uses as requested. It's an unreasonable request.

We are working as a City to try and find a better way to articulate future growth considerations through the Local Structure Plan, and our efforts are being deployed towards achieving that goal.

With respect to the assessment that's been undertaken historically on some of these sites, there are really two ways, has been explained to Mr Ryan previously. These are either through the consultation process or through a freedom of information approach.

The City cannot do a planning assessment for you with respect to all the land uses as requested. It's an unreasonable request.
The City is seeking to articulate future growth considerations through the Local Structure Plan, and City efforts are being deployed towards achieving that goal.

Q2. Will the Planning Department please provide details of the briefing it gave Councillors in 2022 that convinced Councillors to vote unanimously to support the draft LSP, and

- how landowners in Cell 8 were to describe their land use permissibility when advertising their property for sale, given residential land use was not to be assessed until after Cells 1 to 7 were built out. The City estimated this to be about 30 years according to information published on its website and given to the WAPC.
- were Councillors reminded that Stage 3 was to be developed as the Industrial Interface using Cell 8 area - the City's evidence to WASAT 134 [2015]. We certainly didn't know nor has the City ever told us about WASAT 134 [2015].

A2. All details are reported through the Public Agenda Briefing and Ordinary Council meeting agendas.

Q3. My question relates to the Permitted Uses defined for the Industrial Development Zone Special Use, Stages 1, 2, and 3. Apart from the evidence admitted to WASAT 134 [2015], has the City used or referenced the strict statutory definition of 'Industry-Light' in external correspondence or planning advice issued to developers, applicants, or landowners regarding Development Applications within the IDZ? If so,

please provide a minimum of 5 examples. The examples can have redactions.

A3. The City applies planning controls in accordance with the Local Planning Scheme, regulations and relevant planning instruments such as the LSP. This application includes the interpretations of land uses and the Zoning Table, and the application of appropriate conditions to manage land use and development outcomes.

3.1.3 Bev Dornan, Wattle Grove (Ordinary Council Meeting 27 October 2026)

Q1. My question relates to agenda item 10.6.5. Quashing of Existing Rates and Readoption of Differential Rates. My question to the CEO is if the CEO does not intend to give ratepayers the opportunity to comment on the correct objects and reasons for the 26/27 rates, has the City received confirmation from the local government inspector that re-imposing the rates on the basis of the original defective notice to the community is consistent with the Act?

A1. City Officers have been working closely with the relevant counterparts at the Department of Local Government, Industry Regulation and Safety (DLGIRS), the office of the Local Government Inspector and the City's appointed lawyer which confirmed the need to quash the rates and reimpose the new rate at the earliest possible date. The advice from the Office of the Local Government Inspector was to follow the directions as determined by the SAT order which the City has done. It has been previously determined that the Objects and Reasons for the 26/27 rates were advertised correctly.

3.1.4 Maryanne Hancock, Kalamunda (Ordinary Council Meeting 27 October 2026)

Q1. What has the City spent maintaining the Carmel Schoolhouse site in each of the last three financial years?

A1. The following provides the total cost of maintaining the subject site for the last three financial years:

- 2025/26 - $4,851.22
- 2024/25 - $2,347.90
- 2023/24 - $41,474.39

3.2. Public Question Time

4. Petitions/Deputations

5. Applications for Leave of Absence

Cr David Modolo has requested a leave of absence for the period 3 December to the 25 December inclusive.

Moved:

Seconded:

Vote:

6. Confirmation of Minutes from Previous Meeting

That the Minutes of the Ordinary Council Meeting held on 27 October 2026, as published and circulated, are confirmed as a true and accurate record of the proceedings.

Moved:

Seconded:

Vote:

Statement by Presiding Member
"On the basis of the above Motion, I now sign the Minutes as a true and accurate record of the meeting of 27 October 2026."

7. Announcements by the Member Presiding Without Discussion

8. Matters for Which the Meeting may be Closed

8.1 Item 10.2.1 RFT 2611 Supply of Wet Hire of Plant, Equipment and Labour for Minor Civil Works - Award of Tender **Confidential Attachment** – RFT 2611 - Tender Evaluation Report - signed

Reason for Confidentiality: *Information the making public of which would be likely to endanger the security (including cyber-security) of any of the local government's property or operations [Act s. 5.23(4)(e)]*

8.2 Confidential item 10.5.2 Freeman of the City Nomination, will be considered behind closed doors at Point 15 of this agenda.

Reason for Confidentiality: *Information relating to the personal affairs of an individual [Act s. 5.23(4)(b)]*

8.3 Item 10.6.2 Debtors and Creditors Reports for the Month of October 2026 **Confidential Attachment** – Creditor Payments for the Period Ended 31 October 2026 (Confidential) and Corporate Purchasing Card Payments for the period 27 Jul 2026 to 26 Aug 2026 (Confidential).

Reason for Confidentiality: *Information the making public of which would be likely to endanger the security (including cyber-security) of any of the local government's property or operations [Act s. 5.23(4)(e)]*

9. Disclosure of Interest

9.1. Disclosure of Financial and Proximity Interests

a) Members must disclose the nature of their interest in matters to be discussed at the meeting. (Section 5.65 of the *Local Government Act 1995*.)

b) Employees must disclose the nature of their interest in reports or advice when giving the report or advice to the meeting. (Section 5.70 of the *Local Government Act 1995*.)

9.2 Disclosure of Interest Affecting Impartiality

a) Members must disclose an interest in matters to be discussed at the meeting that could, or could reasonably be perceived to, adversely affect the impartiality of the person having the interest (Regulation 22 of the *Local Government (Model Code of Conduct) Regulations 2021*).

10. Reports to Council

10.1. Development Reports

10.1.1. Dedication of Portion of Reserve 37320 as Road - High Wycombe South

Declaration of financial / conflict of interests to be recorded prior to dealing with each item.

Previous Items	Nil
Directorate	Development
Business Unit	Strategic Planning and Property
File Reference	202806; BR-20/020 (RESERVE)
Applicant	McMullen Nolan Group Pty Ltd on behalf of High Wycombe Land Estate Pty Ltd
Owner	State of Western Australia
Voting Requirements	**Simple Majority**
Attachments	1. High Wycombe South Residential Precinct Local Structure Plan [**10.1.1.1** - 1 page] 2. Approved Subdivision Plan [**10.1.1.2** - 1 page] 3. Road Dedication Plan [**10.1.1.3** - 1 page]

TYPE OF REPORT

Legislative

Includes adopting Local Laws and Town Planning Schemes. When Council determines a matter that directly impacts a person's rights and interests where the principles of natural justice apply. Examples include town planning applications, building licences, other permits or licences issued under other Legislation or matters that could be subject to appeal to the State Administrative Tribunal.

FURTHER INFORMATION

1. Following a question raised at the Public Agenda Briefing Forum on 10 November 2026, clarification has been provided in the Background section of this report to confirm that the Applicant's plan (Attachment 3) incorrectly identifies the lot containing the Road Land as Lot 1209. According to Landgate

data, the correct lot number is Lot 10209. This change does not impact on the Recommendation.

EXECUTIVE SUMMARY

2. The purpose of this report is for Council to consider an application received by the City of Kalamunda (City) from McMullen Nolan Group Pty Ltd (MNG) acting on behalf of High Wycombe Land Estate Pty Ltd (Applicant) to dedicate a portion of Reserve 37320, being Lot 10209 on Plan 13417 (Road Land) as road.

3. The dedication request is in accordance with Western Australian Planning Commission (WAPC) subdivision approval 202806, which requires a portion of Reserve 37320 to be dedicated as road.

4. It is recommended that Council support the proposed dedication, subject to conditions.

OFFICER RECOMMENDATION

That Council, in accordance with section 56 of the *Land Administration Act 1997,* REQUESTS the Minister for Lands to dedicate as road that portion of Lot 10209 on Plan 13417 shown delineated and marked as "Portion to be Dedicated as Road Under the LAA 1997" on Plan 106134-SK-058-A (Attachment 3), subject to the following conditions:

1. The Applicant to pay all costs of and incidental to the proposed dedication, including but not limited to the cost of surveys, approvals, service relocations, easements, document preparation and lodgement, and fees.
2. The Applicant to indemnify the City of Kalamunda and the Minister for Lands against any claim for compensation in an amount equal to the amount of all costs and expenses reasonably incurred by the City of Kalamunda and the Minister for Lands in considering and granting the dedication request.
3. The proposed dedication to only occur once the Department of Planning, Lands and Heritage is satisfied that the subdivision will proceed in accordance with Western Australian Planning Commission approval 202806.

BACKGROUND

5. In August 2023, the WAPC endorsed the High Wycombe South Residential Precinct Local Structure Plan (LSP) to coordinate and guide urban development. The LSP is provided as Attachment 1.

6. On 25 June 2026, the WAPC approved an application to subdivide 43 Brae Road, High Wycombe, subject to conditions. The approved subdivision plan is provided as Attachment 2.

7. On 31 August 2026, the Applicant submitted a request to the City to dedicate the Road Land. The Road Land is depicted in Attachment 3, where it is labelled as “Portion to be Dedicated as Road Under the LAA 1997”. This plan incorrectly identifies the lot containing the Road Land as Lot 1209. According to Landgate data, the correct lot number is Lot 10209.

COMMENT

8. The Road Land is part of Reserve 37320.

9. Reserve 37320 is owned by the State of Western Australia and managed by the City pursuant to a management order. The Reserve is a bridle trail.

10. Dedication means that land becomes a road for public use. In this instance, the proposed dedication means that the Road Land will be converted from a bridle trail to a road. It will remain available for public use.

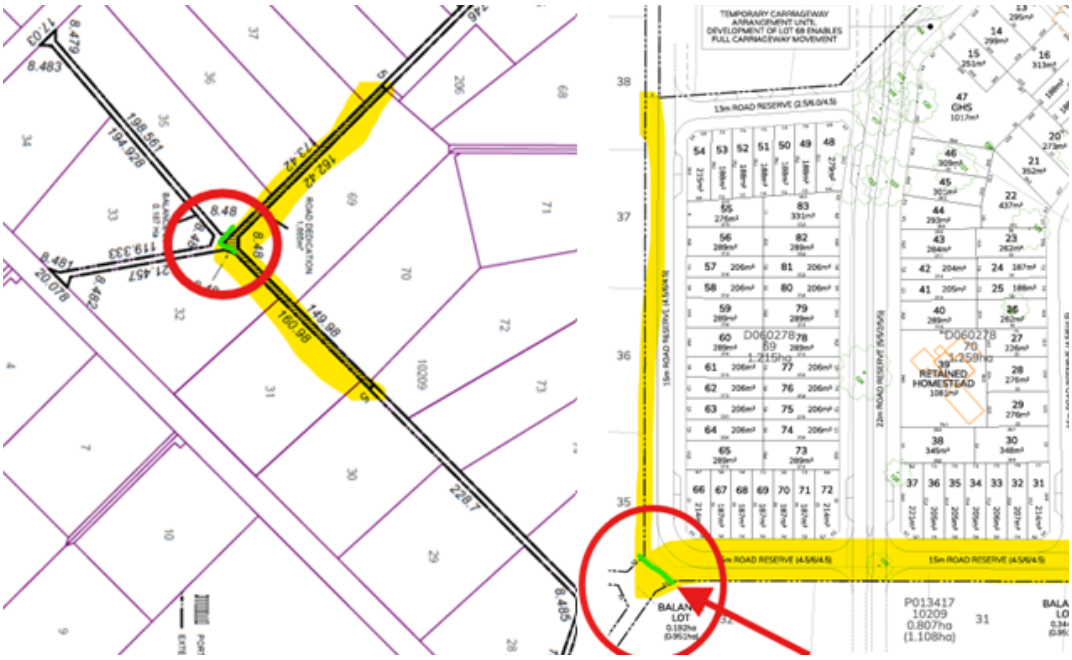
11. The Road Land is zoned Urban Development under the City of Kalamunda Local Planning Scheme No. 3 and is classified as Residential Medium Density under the High Wycombe South Residential Precinct LSP.

12. The locality in which the Road Land is located is transitioning to an urban environment. Infrastructure will be required to support the new community.

13. The proposal aligns with the City’s strategic goals by providing the necessary infrastructure for urban growth.

14. The proposal is required to facilitate WAPC approval 202806, as the approved subdivision plan shows the Road Land as future road reserve. The dedication of the Road Land is required as a separate process under the *Land Administration Act 1997*.

15. There is a slight discrepancy between the dedication plan and the subdivision plan, which is depicted in the image below. The discrepancy relates to the truncation of the road reserve area being changed to what appears to be a right angle, resulting in a minor increase in the area proposed for dedication. There are no concerns with dedicating the additional land, as the additional area is minimal and the proposal remains consistent with the subdivision approval.



16. The subdivision process will appropriately address development issues, such as servicing, bushfire mitigation, vegetation management, and earthworks.

OPTIONS

6. **Approve the Officer Recommendation**

   It is recommended that Council request the Minister for Lands to dedicate the Road Land as road, subject to conditions regarding costs, indemnity and timeframe. This option will facilitate the approved subdivision. The recommended conditions protect the City from being exposed to costs associated with the dedication and align the timing of the dedication with the subdivision.

7. **Amend the Officer Recommendation**

   Amending the recommendation may result in the City being exposed to risks that are addressed by the recommended conditions.

8. **Not Approve the Officer Recommendation**

   If the proposed dedication is not supported, then the approved subdivision will be unable to proceed in its present form.

9. **Defer the Item**

   The deferral of this item may delay the approved subdivision.

LEGISLATIVE CONSIDERATIONS

10. *Land Administration Act 1997*

s. 56 Dedication of land as road

POLICY CONSIDERATIONS

11. The proposal is consistent with the City's Service 4: Asset Management Policy, as it facilitates the creation of a road reserve required to implement the approved subdivision and support future community needs.

STRATEGIC PLANNING ALIGNMENT

Kalamunda Advancing Strategic Community Plan to 2031

Priority 3: Kalamunda Develops
Objective 3.1 - To plan for sustainable population growth.
Strategy 3.1.1 - Plan for diverse and sustainable activity centres, housing, community facilities and industrial development to meet future growth, changing social, economic and environmental needs.

Priority 3: Kalamunda Develops
Objective 3.2 - To connect community to key centres of activity, employment and quality amenities.
Strategy 3.2.3 - Provide and advocate for improved transport solutions and better connectivity through integrated transport planning.

COMMUNITY AND STAKEHOLDER ENGAGEMENT

Internal Engagement	
Process	**Outcome**
The dedication application was reviewed by Approval Services and Development Engineering.	Approval Services confirmed that the proposed dedication is consistent with WAPC subdivision approval 202806. Development Engineering has no concerns with the proposed dedication.

External Engagement	
Process	**Outcome**
Comprehensive community engagement has previously been undertaken as part of the rezoning and structure planning processes in the LSP area. As part of the structure planning processes, the City received two submissions regarding the bridle trails. The first submission requested that bridle trails be retained as part of the Public Open Space (POS). The second submission commented on the environmental values within the bridle trails and access f or horse riders.	The City considered these submissions and responded that the environmental values of the existing bridle trails are acknowledged. Wherever possible, bridle trails have been included in Local Open Space or Conservation Areas and may form part of a broader pedestrian network at the detailed design phase for the POS areas. The WAPC considered the submissions received and decided to approve the Residential Precinct LSP with a Residential Medium Density land use classification. The Road Land forms part of land identified as reserve adjacent to the broader open space network identified in the LSP, and repurposing the Road Land as road reserve is considered the most practical outcome.

FINANCIAL CONSIDERATIONS

12. The Applicant has provided written confirmation that it will be responsible for the costs associated with the proposal, including but not limited to the cost of surveys, document preparation and lodgement, relocation or modification of services, easements to protect services and fees.

13. These costs will be determined by third parties, including the Applicant's surveyor, Landgate, the Department of Planning, Lands and Heritage, and utility service providers. It is the responsibility of the Applicant to obtain quotes or cost estimates from the relevant third parties.

SUSTAINABILITY

14. **Social Implications**

No significant social implications have been identified.

15. **Economic Implications**

The proposal facilitates the approved subdivision and aligns with the City's strategic goals by providing the infrastructure necessary to support urban growth.

16. **Environmental Implications**

The proposal gives effect to an approved subdivision and does not introduce any new environmental considerations requiring assessment through this process.

RISK MANAGEMENT

Consequence	Event	Rating	Action
Financial	The City may incur costs associated with the dedication if appropriate conditions are not imposed.	Low	Impose the recommended conditions requiring the Applicant to meet costs associated with the dedication, and to indemnify the City and the Minister for Lands.
Health & Safety	N/A		
Reputation	Community members may perceive that the City has supported the dedication without consultation.	Medium	Document that the dedication gives effect to an approved subdivision and that extensive consultation was undertaken through the rezoning and structure planning processes.
Operation	The dedication may proceed independently of the subdivision.	Low	Impose the recommended condition linking the timing of the dedication to commencement of subdivisional works.
Environment	N/A		
Compliance	Failure to comply with the requirements of s. 56 of *the Land Administration Act 1997.*	Low	Ensure the dedication request complies with legislative requirements.
Project	N/A		

REGIONAL SIGNIFICANCE

17. The proposal relates to land required for an approved local subdivision and is not considered to have any regional implications.

CONCLUSION

18. The proposed dedication is required to facilitate the approved subdivision and supports the provision of infrastructure for urban growth.

19. Subject to the recommended conditions, the proposal is considered appropriate and support is recommended.

10.2. Infrastructure Reports

10.2.1. RFT 2611 Supply of Wet Hire of Plant, Equipment and Labour for Minor Civil Works - Award of Tender

Declaration of financial / conflict of interests to be recorded prior to dealing with each item.

Previous Items	OCM 92/2021
Directorate	Infrastructure
Business Unit	Engineering & Parks Maintenance
File Reference	AD-TEN-005
Applicant	N/A
Owner	N/A
Voting Requirements	Simple Majority
Attachments	Nil
Confidential Attachments	1. RFT 2611 - Tender Evaluation Report - signed

Reason for Confidentiality: *Information contained in a tender received by the local government for a contract to the extent that (i) the information is a tendered price; or (ii) a tendered methodology for calculating a price [Act s. 5.23(4)(c)]*

TYPE OF REPORT

Executive

When Council is undertaking its substantive role of direction setting and oversight (e.g. accepting tenders, adopting plans, policies and budgets)

FURTHER INFORMATION

The estimated contract value represents the anticipated expenditure over the five-year contract term based on current forecasts and known service requirements. Any significant increase beyond the estimated value would be subject to the relevant procurement, budgetary, and delegation requirements.

For context regarding likely spend, to estimate the value for this tender, recent historical average spend for these services was used as a base with an annual CPI increase applied for each contract year.

EXECUTIVE SUMMARY

1. To consider the award of tender RFT 2611 Supply of Wet Hire of Plant, Equipment and Labour for Minor Civil Works. To provide services to maintain the City of Kalamunda's (City) civil infrastructure assets.

2. It is recommended that Council accept the Tender for Supply of Wet Hire of Plant, Equipment and Labour for Minor Civil Works (RFT 2611) from McKay Earthmoving Pty Ltd (ABN 99 120 624 724) of 23 Headingly Road Kalamunda, Perth WA 6076 as per the Schedule of Rates set out in the Confidential Attachment 1 to this report. The estimated expenditure within this contract is $720,000 (ex GST) per annum with an initial term of three years and two further one-year extensions at the City's discretion.

OFFICER RECOMMENDATION

That Council:

1. ACCEPT the Tender for Supply of Wet Hire of Plant, Equipment and Labour for Minor Civil Works (RFT 2611) from McKay Earthmoving Pty Ltd (ABN 99 120 624 724) of 23 Headingly Road Kalamunda, Perth WA 6076 as per the submitted Schedule of Rates set out in the Confidential Attachment 1 to this report for a three-year period from the date of formal agreement with two optional extensions of one year each at the City of Kalamunda's discretion. In accordance with the special and general condition of contract, associated specification and its submission in accordance with the Price schedule to Council for Tender award consideration.

BACKGROUND

4. The services proposed within this contract primarily involve the wet hire of plant, equipment and labour to undertake a range of minor civil maintenance works. These works include the excavation, repair and/or installation of drainage infrastructure such as reinforced concrete pipes, manholes and drainage structures, road pavement and verge repair and reinstatement works, construction and maintenance of open drainage systems and compensation basins, and the supply and placement of approved construction materials.

5. The contract also provides for associated civil works, site clean-up and waste removal, as well as the provision of suitably experienced labour and equipment to support Parks and engineering operations.

6. Due to the varied and specialised nature of these services, this tender enables the City to efficiently deliver planned maintenance programs, as well as respond to reactive and urgent operational maintenance requirements when required.

COMMENT

7. If Council accept the proposed tender. It enables Engineering Maintenance to deliver the required level of service to maintain the City's infrastructure assets and provide a safe and effective road and drainage network for residents, and visitors to the City of Kalamunda.

8. If Council rejects the proposed tender, Engineering Maintenance's ability to deliver the required level of service and maintain the City's infrastructure assets may be significantly impacted, potentially affecting the safety and reliability of the road and drainage network for residents, and visitors to the City of Kalamunda.

OPTIONS

9. Approve the officer's recommendation

   Outcome:

   It enables Engineering Maintenance to deliver the required level of service to upkeep the City's infrastructure assets and provide a safe road and drainage network for the residents and visitors of the City of Kalamunda.

10. Not approve the officer's recommendation

    Outcome:

    Engineering Maintenance's ability to deliver the required level of service and maintain the City's infrastructure assets may be significantly impacted, potentially affecting the safety and reliability of the road and drainage network for residents, and visitors of the City of Kalamunda.

LEGISLATIVE CONSIDERATIONS

11. Section 3.57 of *Local Government Act 1995.* Part 4 of the *Local Government (Functions and General) Regulations 1996.*

POLICY CONSIDERATIONS

12. CEOD – CS51 – Purchasing, has been followed and complied with.

STRATEGIC PLANNING ALIGNMENT

Kalamunda Advancing Strategic Community Plan to 2031

Priority 3: Kalamunda Develops
Objective 3.2 - To connect community to key centres of activity, employment and quality amenities.

Strategy 3.2.1 - Ensure existing assets are maintained to meet community expectations.

COMMUNITY AND STAKEHOLDER ENGAGEMENT

The proposed contract relates to the Supply of Wet Hire of Plant, Equipment and Labour for Minor Civil Works does not involve a change to service levels. In accordance with the IAP2 Spectrum of Public Participation, the level of engagement is considered Inform. No specific engagement with the Aboriginal community has been undertaken as the contract is for routine maintenance activities and is not expected to impact Aboriginal heritage or cultural values.

FINANCIAL CONSIDERATIONS

13. The tendered cost for the services provided under this contract is within existing approved budget and will inform future annual budget process for the Civil Maintenance service area.

SUSTAINABILITY

14. Social: Approval of the proposed tender will improve public safety by reducing the risk of flooding, fire hazards, and associated impacts on residents, road users, and the community.

15. Economic: Approval of the proposed tender will support proactive asset maintenance, reducing the likelihood of costly asset failures, emergency response works, and damage to public and private property.

16. Environmental: Approval of the proposed tender will support the delivery of required service levels for drainage infrastructure, reducing the risk of winter flooding and fire hazards within open drains and compensation basins.

RISK MANAGEMENT

Consequence	Event	Rating	Action
Financial	Contract expenditure exceeds approved budgets due to unforeseen service demands, contract variations, or market cost increases.	Medium	Implement robust contract management, budget monitoring, and variation approval processes throughout the contract term.
Health & Safety	Failure to adequately manage health and safety risks resulting in injury to workers, contractors, or	High	Require compliance with WHS legislation, approved safety management systems,

	members of the public during service delivery.		regular audits, and incident reporting.
Reputation	Inability to maintain infrastructure assets to the required standard resulting in customer complaints, service dissatisfaction, or negative community perception.	Medium	Monitor contractor performance against service levels and KPIs and address issues through regular performance reviews.
Operation	Failure to deliver infrastructure asset maintenance services in accordance with contract requirements resulting in reduced asset performance, reliability, or service levels.	Medium	Establish clear performance standards, inspection programs, reporting requirements, and contract governance arrangements.
Environment	Infrastructure maintenance activities result in environmental harm, contamination, or non-compliance with environmental obligations.	Medium	Require environmental management controls, compliance monitoring, and implementation of corrective actions where required.
Compliance	Failure to comply with contractual, legislative, regulatory, or policy requirements resulting in investigation, penalties, or contractual disputes.	Medium	Maintain contract oversight through regular compliance reviews, audits, and contractor performance monitoring.
Project	Contractor is unable to deliver the required outcomes over the contract term due to resource constraints, poor performance, or changing service demands.	Medium	Undertake ongoing performance assessments, maintain contingency arrangements, and apply contract management controls to support long-term service delivery.

REGIONAL SIGNIFICANCE

17. N/A

CONCLUSION

18. The tender RFT 2611 Supply of Wet Hire of Plant, Equipment and Labour for Minor Civil Works will allow the City to maintain Infrastructure assets throughout the City to an acceptable level. The City is satisfied that the recommended tenderer has the capability and capacity and experience, to provide the services required under this tender to undertake minor civil maintenance works for the City of Kalamunda.

10.2.2. Kalamunda Local Bike Plan 2026

Declaration of financial / conflict of interests to be recorded prior to dealing with each item.

Previous Items	N/A
Directorate	Infrastructure
Business Unit	Asset Planning
File Reference	EG-CMP-033
Applicant	N/A
Owner	N/A
Voting Requirements	Simple Majority
Attachments	1. Attachment 2 – LBP Summary Report 2026 FINAL [**10.2.2.1** - 27 pages] 2. Attachment 3 - Appendix A - D [**10.2.2.2** - 48 pages] 3. Attachment 1 – LBP Technical Report 2026 FINAL [**10.2.2.3** - 145 pages]

TYPE OF REPORT

Executive

When Council is undertaking its substantive role of direction setting and oversight (e.g. accepting tenders, adopting plans, policies and budgets)

FURTHER INFORMATION

The Bicycle Plan 2017 identified 99 projects with an estimated total implementation cost of $47.4 million, of which 69 were classified as high- to medium-priority projects for delivery over the subsequent 10-year period. The estimated cost of delivering these high to medium priorities was $27.8 million. It was anticipated that approximately $8.6 million could be secured through State and Federal funding programs, with the remaining $19.2 million requiring funding from the City.

Two funding scenarios were presented to Council, proposing annual municipal funding allocations of either $0.5 million or $1 million. The report acknowledged that neither scenario would provide sufficient funding to deliver all identified high- and medium-priority projects over the 10-year planning horizon.

Of the 69 projects identified, 13 have since been completed, including the Roe Highway Principal Shared Path Extension, Welshpool Road East Shared Path, Puddy Lane Shared Path, Hale Road Shared Path Extension, Hale Road Shared Path Upgrade, Public Access Way Upgrades, the Butcher Road and Palmer Crescent connection, Everitt Place Shared Path, Berkshire Road Shared Path Upgrade, Dundas Road Shared Path, and cycling safety improvement projects on Lesmurdie Road, Canning Road and Mundaring Weir Road.

Collectively, these projects represented approximately $5.8 million of the estimated cost of the high and medium priority project program, equating to around 21% of the total identified works.

Benchmarking against other metropolitan local governments is difficult, as most councils do not publicly report implementation progress. However, a review of publicly available bike plan updates indicates that the staged delivery of cycling infrastructure over long planning horizons is common across Perth. Many local governments have undertaken periodic reviews and updates of their bike plans to reflect completed works, changing priorities, emerging funding opportunities and evolving transport networks.

The Western Australian Office of the Auditor General found in its 2021 review that both State and local governments were continuing to deliver cycling infrastructure and planning initiatives but also noted that major cycling networks and priority connections remained incomplete across Perth.

A number of projects identified in the Bicycle Plan 2017 remain undelivered. This report recognises that the Kalamunda Local Bike Plan 2026 represents a periodic review of the previous plan to ensure it remains responsive to changing community needs, emerging priorities and the evolving transport network.

As a review and update of the Bicycle Plan 2017, it is expected that differences between the two documents will primarily reflect changes that have occurred since the original plan was adopted, including the completion of projects, the delivery of complementary infrastructure, changes in land use, updated strategic priorities and revised funding opportunities.

Accordingly, it is anticipated that projects identified in the Bicycle Plan 2017 that have not yet been delivered would generally continue to be reflected in the Kalamunda Local Bike Plan 2026, unless subsequent investigations, completed works, changing network requirements or other significant factors have demonstrated that a project is no longer required, appropriate or of sufficient priority to warrant inclusion.

Project prioritisation will consider user demand, network connectivity, community demand, road safety risks, access to schools and public transport, engineering constraints, deliverability and funding availability. Individual projects will be subject to feasibility assessment, concept design, community consultation, detailed costing and funding assessment before delivery proceeds.

The City continues to rely heavily on external grants and partnership funding to deliver new and upgraded infrastructure. The short-term projects identified within the Kalamunda Local Bike Plan 2026, representing an aspirational program of works over the 10-year planning horizon, have an estimated total value of $20.9 million. This is a reduction from the $27.8 million of high- and medium-priority works identified in the Bicycle Plan 2017 for a 10 year delivery window and is largely reflective of projects that have been completed since the earlier plan was adopted.

Of the total estimated program value, approximately $3.3 million is anticipated to be funded directly through municipal sources, with the remaining $17.6 million expected to be delivered through external grant funding, partnership contributions and other funding opportunities.

Project delivery will depend on funding availability through the City's capital works program, external grant funding and partnerships with State Government agencies. Funding programs such as the Western Australian Bicycle Network (WABN) Grants Program and the Active Transport Fund can provide up to 50% co-funding for eligible projects, with delivery of longer-term projects dependent on securing external funding and partnership opportunities.

Under Option 3, the City's direct municipal contribution is suggested to be $250,000 per annum, totalling $2.5 million over the 10-year planning period. This represents a shortfall of $0.8 million to deliver all of the short term works should the City be success in achieving the anticipated external funding for each project and should the projects not significantly exceed the cost estimates.

The shortfall in the municipal contribution is anticipated to be covered by integrating a portion of the cycling improvements into broader Council capital works programs, including road, drainage and transport road safety projects already identified within the Long Term Financial Plan. In these instances, cycling improvements can be incorporated as part of existing planned infrastructure renewal and upgrade works, reducing the need for separate

standalone funding allocations for the cycling improvements in these same locations.

Accordingly, allocating additional dedicated municipal funding to projects that are already expected to be delivered through broader capital works programs may result in duplication of funding provision. Delivery of the network will therefore be dependent on a combination of external grant funding, partnership contributions and the integration of cycling improvements into existing infrastructure projects, rather than relying solely on dedicated cycling infrastructure budgets.

The Kalamunda Bike Plan 2026 will likely be reviewed again in a future 10 years which will further consider the prioritisation and future funding feasibility of the longer-term aspirational projects beyond the next 10 years.

It is important to note that the Long-Term Cycle Network (LTCN) is intended as an aspirational planning framework that identifies a desired future cycling network for Western Australia. The LTCN is designed to guide strategic planning and support coordination between State and local governments in the progressive development of connected cycling infrastructure. As such, inclusion of a route or project within the LTCN does not imply a commitment to delivery but rather identifies infrastructure that may be considered and prioritised over time, subject to future planning, funding availability, feasibility and competing priorities.

This should be considered in the context of the funding assumptions and deliverability of the schedule of works. The network and associated projects represent an aspirational long-term planning framework intended to identify potential future cycling infrastructure opportunities. Inclusion of a project does not imply a commitment to delivery, with implementation remaining subject to future prioritisation, feasibility, funding availability and Council decision-making. It is also important to note that whilst these projects have been prioritised against one another, the City has a range of other infrastructure priorities to consider when determining future expenditure and investment, and as such is best considered more holistically as part of the overall Long Term Financial Plan. This approach is consistent with best-practice financial and asset management principles, ensuring investment decisions are balanced against long-term financial sustainability objectives and the City's capacity to fund ongoing maintenance, renewal and operational obligations.

In addition to the initial capital costs of construction, the City must consider the ongoing maintenance and renewal obligations associated with new and upgraded infrastructure. New shared paths and road widening works

undertaken to accommodate cycling increase the City's asset base and create future renewal liabilities that will need to be funded when those assets reach the end of their useful lives.

The City seeks to minimise whole-of-life costs by ensuring infrastructure is constructed to an appropriate standard and utilises materials that provide the best balance between durability, performance and cost. Cycling infrastructure is generally constructed using asphalt pavements. Historically, some red-coloured asphalt products used for cycling paths across Perth experienced significant deterioration within relatively short timeframes, resulting in increased maintenance requirements and renewal costs. To minimise this risk, the City constructs cycling infrastructure using the same asphalt specifications as road pavements, with surface colouring applied only where appropriate and without compromising pavement performance or lifespan.

Given the limited heavy vehicle loading experienced by cycling infrastructure, cycling specific assets are expected to have significantly longer service lives than the main road carriageways. As a result, maintenance requirements are anticipated to be minimal, with major interventions likely limited to periodic resurfacing rather than full pavement reconstruction. Renewal intervals may extend to approximately 50 years, allowing resurfacing works to be coordinated with road renewal programs where practicable, reducing associated costs such as traffic management, mobilisation and plant deployment. Line marking renewal would be required in between resurfacing.

Future renewal costs are also expected to be substantially lower than initial construction costs, as renewal activities would generally involve surface treatments and resurfacing rather than complete pavement replacement. Additional operational costs associated with street sweeping, drainage maintenance and routine asset inspections are expected to be negligible.

The City intends to further improve its asset management maturity by incorporating lifecycle cost estimates into future infrastructure proposals to better support informed decision-making. While preliminary ongoing cost allowances will be included within the Long Term Financial Plan, this report recognises that each individual project would require additional feasibility investigations, stakeholder consultation and detailed design to construction. Because the design impacts heavily on the asset dimensions, materials and features that would be used to calculate more accurate future impacts to renewal, operations and maintenance activities, the outcomes of these would inform more robust lifecycle cost estimates.

It is also noted that a number of the proposed projects involve minor upgrades to, or modification of, existing infrastructure rather than the construction of entirely new assets. In these instances, the impact on future maintenance and renewal costs may be negligible, as the City would already be responsible for maintaining these original assets as part of its existing infrastructure network.

EXECUTIVE SUMMARY

1. This report seeks Council endorsement of the Kalamunda Local Bike Plan 2026 (the Plan), which outlines the strategic direction for the development and promotion of cycling within the City. The Plan will guide future infrastructure investment, planning, and advocacy efforts to improve connectivity, accessibility, and participation in cycling, in alignment with the City's vision of "Connected Communities, Valuing Nature and Creating our Future Together."

2. The City of Kalamunda was awarded $25,000 in grant funding through the Western Australian Bicycle Network (WABN) Grants Program, administered by the Department of Transport and Major Infrastructure (DTMI), to support the development of the Plan.

   Of the $25,000 grant, $10,000 remains pending and is expected to be released by DTMI following Council endorsement.

OFFICER RECOMMENDATION

That Council:

1. ENDORSES the Kalamunda Local Bike Plan 2026, as contained in Attachment 1, as the strategic framework to guide future cycling infrastructure planning, prioritisation, advocacy and funding across the City.
2. CONSIDER the inclusion of funding for the delivery of the Kalamunda Local Bike Plan 2026, as outlined in Attachment 1, as part of the strategic future Long Term Financial Plan and annual budget processes.

BACKGROUND

4. The DTMI's Long-Term Cycle Network (LTCN) provides an aspirational, state-wide framework for the development of cycling infrastructure for people of all ages and abilities. Developed in partnership with local governments, the LTCN aims to support the delivery of a connected cycling network across Western Australia that expands transport options, enhances recreational opportunities, and supports tourism and economic activity. The LTCN comprises 12 regional

strategies, including a dedicated strategy for the Perth and Peel metropolitan area.

5. The City developed its first Local Bike Plan in 2017 in collaboration with the DTMI, aligning with the objectives and network framework of the State's LTCN. As with other strategic planning documents, the Plan was intended to be reviewed periodically to ensure it remains responsive to changing community needs, emerging priorities and evolving transport networks. Following eight years of implementation, the 2017 Plan has reached the point where a comprehensive review is appropriate. The Kalamunda Local Bike Plan 2026 therefore provides an updated strategic framework to guide future cycling infrastructure investment, network planning and advocacy across the City.

6. PTG Consulting was engaged by the City through a competitive procurement process to assist in preparing the Plan. The scope of works included undertaking a comprehensive assessment of the existing cycling network, identifying current network gaps and improvement opportunities, and developing a proposed future cycling network with prioritised actions to guide the staged delivery of infrastructure and supporting initiatives across the City.

7. The Plan that has been developed assists the City in achieving the following objectives:

    a) Improve safety by planning and delivering a bike riding network that reduces conflict with motor vehicles and other path users, informed by crash history, network analysis and community feedback.
    b) Improve connectivity by establishing a comprehensive network of on-road and off-road facilities connecting residential areas with activity centres, schools, employment areas, public transport, recreational destinations, tourism attractions and neighbouring local government areas, supporting a broad range of journey purposes.
    c) Support people of all ages and abilities by providing a safe, comfortable, accessible and connected bike riding network that accommodates people with different abilities, confidence levels and riding experience, consistent with an ‘all ages and abilities’ approach.
    d) Support recreation and tourism by improving access to regional trails, recreational destinations and scenic routes, expanding opportunities for leisure riding and strengthening the City’s position as a bike riding destination.
    e) Integrate bike riding with public transport by improving connections to High Wycombe Station and other public transport services, supported by appropriate bicycle access, parking and end-of-trip facilities.

f) Encourage more people to ride through education, encouragement, advocacy and behaviour-change initiatives that promote bike riding as a safe, healthy, accessible and convenient transport and recreation option.
g) Support implementation and investment by establishing a strategic framework to prioritise infrastructure improvements, guide future planning, inform the City's capital works program and support applications for external funding.

8. The Plan includes a proposed "Ultimate Cycling Network", based on the hierarchy established within the Western Australian Government's Long-Term Cycle Network (LTCN). The network comprises Primary, Secondary and Local Cycling Routes, as well as Safe Active Streets, Road Cycling Routes and Shared Path Connections, and aims to improve connectivity to key destinations including High Wycombe Station, activity centres, schools, employment areas and the wider metropolitan cycling network.

9. An Action Plan and Schedule of Works have been developed to guide implementation, covering infrastructure improvements, maintenance, advocacy, behaviour-change initiatives, school programs, cycling tourism and end-of-trip facilities, subject to prioritisation, available funding and future Council budget approval.

COMMENT

10. The Plan assesses the City's existing cycling environment, including land use, key destinations and attractions, existing infrastructure and utilisation, and bicycle crash history. This assessment identifies current cycling patterns, network connections, infrastructure gaps and safety issues, providing the evidence base for the Plan's priorities and recommendations.

11. A number of significant infrastructure, land-use and active transport initiatives are planned or currently being progressed within and surrounding the City of Kalamunda. These initiatives provide strategic opportunities to enhance cycling connectivity, accessibility and safety, make bike riding a more attractive and practical option for everyday journeys, and support increased participation in cycling across the City.

Key strategic opportunities identified through the Plan include:

a) High Wycombe South – development of a major mixed-use and residential precinct, including Transit Oriented Development, higher and medium-density residential areas, light industrial uses and new road

connections, providing opportunities to integrate cycling infrastructure from the outset.

b) Wattle Grove South – future development providing opportunities to establish connected cycling routes and integrate cycling with emerging residential and activity areas.

c) Maida Vale South – planned development providing opportunities to improve local cycling connectivity and connections to surrounding communities and key destinations.

d) Roe Highway Principal Shared Path (PSP) Extension – an opportunity to strengthen regional cycling connectivity and provide improved connections between the City and the wider metropolitan cycling network.

e) Tonkin Highway PSP – an important strategic cycling connection providing opportunities for longer-distance commuter and recreational cycling and improved access to the broader PSP network.

f) Cycle Tourism – opportunities to leverage the City's natural environment, scenic routes, local attractions and existing cycling network to support cycling as a recreational and tourism activity.

g) Safe Active Streets – opportunities to improve local street environments for walking and cycling through traffic calming, safer crossings, improved connectivity and the creation of more comfortable neighbourhood cycling routes.

12. The Ultimate Network Plan establishes the long-term vision for the City of Kalamunda's cycling network and provides a strategic framework to guide the development of safe, connected and accessible cycling infrastructure.

The proposed network is structured around a clear hierarchy of routes, as defined in the LTCN, with each route classified according to its intended role and function within the broader cycling network:

a) Primary Routes – strategic regional connections, including Roe Highway, Tonkin Highway and the Dundas Road/Abernethy Road corridor.

b) Secondary Routes – key connections between major centres, destinations and strategic cycling corridors, including the Hills Spine, High Wycombe Station connections, Kalamunda Road, and connections between Wattle Grove, Lesmurdie and Maddington.

c) Local Routes – neighbourhood-level connections providing access to local destinations and linking residential areas with the Primary and Secondary networks.

d) Safe Active Streets – lower-speed local street connections designed to provide safer and more comfortable environments for cycling and walking, particularly for local trips.

e) Other Shared Paths – additional shared path connections that complement the primary, secondary and local cycling network.

f) Road Cycling Routes – routes suitable for on-road cycling, particularly where they provide strategic recreational and longer-distance cycling connections.

The Ultimate Network Plan is provided in Attachment 3, with the recommended development of each network hierarchy and route described in the relevant sections of the Plan itself.

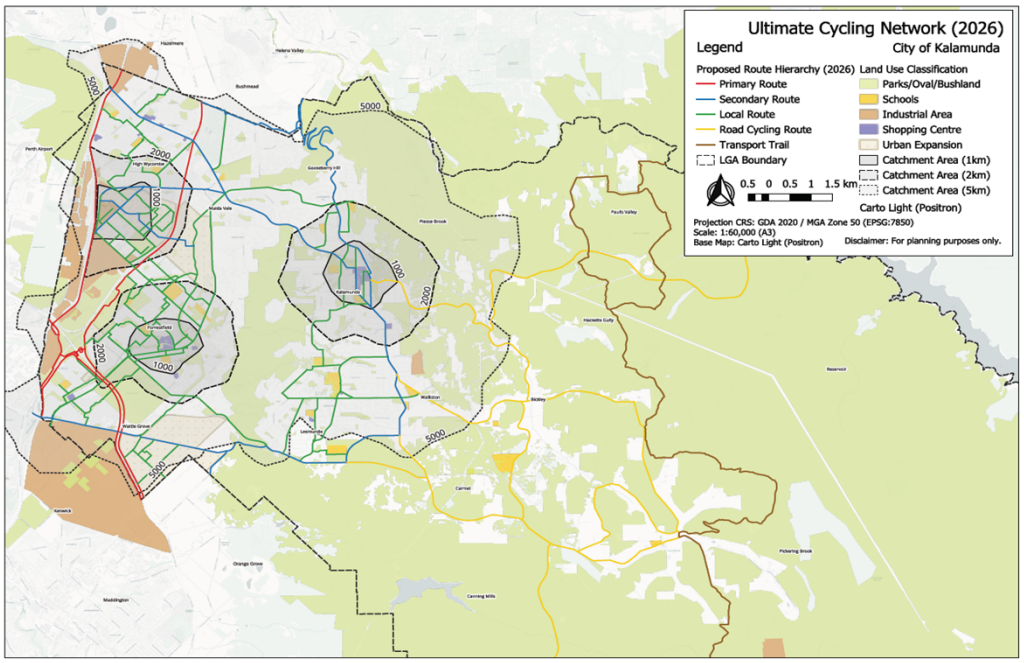


Figure 1 - Ultimate Network Plan

13. The Plan proposed staged planning of works, with proposed future infrastructure upgrades illustrated alongside the existing cycling network in the Ultimate Network Plan.

The Plan contains a 'Schedule of Works' with recommended prioritisation for delivery, subject to funding availability:

a) Short-term projects – higher-priority initiatives recommended for consideration and potential delivery within the next 10 years.

b) Medium-to-long-term projects – generally anticipated beyond 10 years, subject to funding availability, project readiness and further investigation.

c) Aspirational projects – longer-term opportunities that remain subject to funding and future strategic priorities.

d) Projects with unspecified timeframes – opportunities identified for future consideration as funding, priorities and project requirements are established.

Higher-cost and more complex projects are generally identified for medium-to-long-term delivery, recognising that these projects may require further feasibility investigations, stakeholder consultation, detailed design, approvals and significant funding prior to construction.

The Schedule of Works provides a strategic framework for future investment; however, project timing and delivery will remain subject to funding availability, detailed investigation, design, approvals and Council priorities.

The cost estimates included in the Plan are preliminary and indicative only and will need to be reviewed and refined through subsequent feasibility, detailed design and project development stages.

14. A range of State and Australian Government funding programs and grant opportunities are available to support the planning, design, construction, safety improvements and promotion of cycling and active transport infrastructure. These opportunities, including the WABN Grants Program, Active Transport Fund, Black Spot Program, Low-Cost Urban Road Safety fund and community and school-based active travel grants, can assist the City in progressing priorities identified in the Local Bike Plan, subject to eligibility, funding rounds and availability. If endorsed, the Plan will also be integrated with the City's existing forward capital works program to identify opportunities for cycling infrastructure improvements to be delivered in conjunction with planned renewal, upgrade and new infrastructure projects, thereby maximising value and delivery efficiencies.

OPTIONS

15. **Option 1** – Endorse the Kalamunda Local Bike Plan 2026 (Recommended)

Endorsement will enable the City to consider funding through the Long Term Financial Plan and future budget processes, and apply for external grants and contributions including advocacy, to support the delivery of the Plan. The remaining $10,000 in WABN grant funding from the DTMI is subject to the applicable grant agreement and acquittal requirements and can be claimed once the Plan is Council endorsed.

Resources required to implement the Plan, including financial commitments, would be considered by Council through the City's Long Term Financial Plan and annual budget processes. This would enable Council to strategically assess

funding requirements for cycling upgrades alongside other priorities, service needs and capital investment commitments across the City.

16. **Option 2** – Do not endorse the Kalamunda Local Bike Plan 2026

Under this option, the City's investment in developing the Plan may not achieve its intended outcomes. Not proceeding with the Plan may delay the delivery of improvements to cycling connectivity and safety, including addressing identified network gaps and community needs. There is also a risk that the remaining $10,000 in WA Bicycle Network (WABN) Grant funding may not be released if Council endorsement is a condition of the grant.

17. **Option 3** – Endorse the Plan and allocate dedicated annual funding

Under this option, Council could endorse the Plan and commit to allocating $250,000 per annum (or other amount for more staggered delivery) towards the implementation of priority cycling infrastructure projects identified within the Plan.

Whilst external funding opportunities are likely to be available through programs such as the WA Bicycle Network Grant, these funding streams commonly require a significant co-contribution from the City municipal funds.

However, as the dedicated funding allocation is not currently established within any existing budgets or any established reserve, committing to any level of funding at this stage would impact existing budgets allocated towards asset renewal, upgrade or service delivery. To maintain current budget allocations and service delivery yet also commit to additional annual funds towards cycling improvements, additional income would need to be secured, such as through future rate increases.

Whilst this option would provide a defined funding commitment it is not recommended. Determining a dedicated annual allocation for a single strategic initiative in isolation limits Council's ability to consider competing capital priorities and broader financial obligations through the Long Term Financial Plan process. There is also a risk that committing to a funding level outside of the City's established long-term financial planning framework may create an obligation that is not sustainable over time, potentially resulting in future reductions to the allocation and failure in delivering the Plan.

The consideration of future funding commitments through the Long Term Financial Plan and subsequent annual budget processes is considered the most prudent and sustainable approach. This enables Council to balance investment in cycling infrastructure against other competing priorities across the City,

whilst developing well-planned funding strategies that maximise the likelihood of successful project delivery and long-term financial sustainability. An annual municipal funding allocation of $250,000 will be included for Councils consideration in the upcoming Long Term Financial Plan to support implementation of cycling improvements, providing Council with the opportunity to consider future funding commitments alongside other strategic needs and priorities.

LEGISLATIVE CONSIDERATIONS

18. The Kalamunda Local Bike Plan 2026 has been prepared having regard to relevant legislation, regulations, policies and planning frameworks applicable to cycling and active transport in Western Australia.

POLICY CONSIDERATIONS

19. The detailed policy review is provided in Attachment 3.

The policy review of relevant national, state, regional, and local policies, strategies, frameworks, and plans to ensure that the City of Kalamunda Local Bicycle Plan 2026 is aligned with higher-order policy directions, reflects regional transport and land use strategies, and integrates with the City's own planning and financial frameworks.

STRATEGIC PLANNING ALIGNMENT

Kalamunda Advancing Strategic Community Plan to 2031

Priority 3: Kalamunda Develops
Objective 3.2 - To connect community to key centres of activity, employment and quality amenities.
Strategy 3.2.3 - Provide and advocate for improved transport solutions and better connectivity through integrated transport planning.

COMMUNITY AND STAKEHOLDER ENGAGEMENT

Internal Engagement	
Process	**Outcome**
During preparation of the Plan, relevant City departments and business units were engaged to provide input in respect to existing programs, projects, operational considerations and opportunities for improvement. All relevant internal stakeholders were contacted at the draft report stage and provided an opportunity	Feedback received from internal stakeholders was considered in refining the draft Plan to improve its alignment with the City's existing strategies, projects, priorities and operational requirements. The internal review also assisted in identifying opportunities and ensuring the recommendations are practical and

to review the document and provide feedback. The document was distributed for review and presentations were delivered by the Consultant.	appropriately aligned with the City's broader objectives.

External Engagement	
Process	**Outcome**
The City's Communications team facilitated a public community consultation campaign that sought feedback from the community on cycling and e-rideable device use, travel patterns, experiences, safety perceptions, and the factors that encourage or discourage cycling within the City. A Facebook post was published on 23 January 2026 which received 3,700 impression (post seen), 131 clicks, 4 shares and generated 37% of the traffic records on the City's website 'engage' page relating to the project. The engage page received 394 visitors. 70 surveys were downloaded and 146 contributions were made. A range of key external stakeholders were also consulted during the preparation of the Kalamunda Local Bike Plan 2026, including neighbouring local governments, relevant State Government agencies and other relevant non-government organisations. The consultation sought to understand existing priorities, planned initiatives, network connections and opportunities to improve cycling outcomes across the City and surrounding areas.	The survey provided valuable community insights into current cycling behaviours, levels of confidence and safety, and key barriers and opportunities for increased cycling. The feedback was considered in refining the Plan and informing its recommendations and priorities. A detailed summary of the consultation process, responses and findings is provided in Attachment 3: Community Engagement Report. Consultation with neighbouring local governments was undertaken to compile cycling priorities and planned initiatives beyond the City's boundaries, supporting the development of a connected and coordinated cycling network across local government areas. Engagement with relevant State Government agencies provided an opportunity to review the proposed cycling infrastructure and network recommendations against existing State transport infrastructure, planning frameworks, policies and operational requirements, and to incorporate relevant feedback into the Plan. Feedback from external stakeholders was considered in refining the Plan and strengthening the alignment of its recommendations with broader regional and State cycling and active transport objectives.

FINANCIAL CONSIDERATIONS

20. The estimated total cost of the projects identified in the Plan is approximately $20 million for short-term works, $14.5 million for medium-term works and $19.5 million for long-term works. These estimates are preliminary and subject to further investigation, design development, detailed costing and confirmation of project scope.

21. No funding is currently committed to deliver the projects identified in the Plan, nor does this report seek a financial commitment to be made. Implementation will be dependent on future commitments made as part of strategic long term financial planning and annual budgeting processes, funding availability, including opportunities to obtain State and Australian Government grants and other external funding sources.

22. The City's financial capacity to fund new infrastructure is constrained by competing capital priorities and the ongoing requirement to renew and maintain its existing asset portfolio. Accordingly, any future investment in cycling infrastructure will need to be considered against competing community priorities and the City's long-term financial sustainability.

23. The Plan provides a strategic framework to assist the City in identifying and prioritising opportunities for external funding and, where appropriate, coordinating cycling improvements with other planned infrastructure and renewal works.

SUSTAINABILITY

24. Social: Improved cycling infrastructure will provide safer, more accessible and connected travel options for residents and visitors, supporting active lifestyles, community connectivity and access to key destinations.

25. Economic: Improved cycling connectivity can support local businesses and activity centres by increasing access to local destinations and encouraging active travel, while also providing opportunities to attract external funding for infrastructure delivery.

26. Environmental: Increasing cycling as an alternative to private vehicle travel can help reduce transport-related emissions, traffic congestion and reliance on fossil fuels, while supporting the City’s broader sustainability objectives.

RISK MANAGEMENT

Consequence	Event	Rating	Action
Financial	Failing to implement the Plan.	Low	This risk would be high if Council commits to a specific annual funding allocation as part of endorsing the Plan, as doing so would create an expectation and commitment to deliver the identified program of works. When aligned with the Officer Recommendation however the risk is low, as it proposes future funding commitments, and therefore delivery commitments, to be considered through the Long Term Financial Plan and annual budget processes to ensure they are affordable, sustainable and balanced against other City priorities – and that financial decisions are considered with long term financial sustainability to ensure commitments are achievable.
Health & Safety	Delayed implementation of identified cycling infrastructure improvements may limit opportunities to improve safety and connectivity for cyclists and other vulnerable road users.	Low	Use the Plan as a strategic reference when planning future transport, renewal and infrastructure projects, and when opportunities for funding or project integration arise.
Reputation	Community expectations may arise following endorsement of the Plan, particularly regarding the timing and delivery of identified projects.	Medium	Clearly communicate that the Plan provides a strategic framework and that project delivery is subject to funding, investigation, design, approvals and Council priorities.
Operation	Delivery of cycling infrastructure may require coordination with existing City programs, road projects, maintenance activities and other infrastructure works.	Low	Coordinate implementation through the City's existing project planning, asset management and capital works processes.

Environment	Failure to progressively improve active transport options may limit opportunities to support sustainable transport and reduce reliance on private vehicle travel.	Low	Use the Plan to support the development of cycling infrastructure and active transport initiatives consistent with the City's sustainability objectives.
Compliance	Cycling infrastructure projects will need to comply with relevant legislation, standards, policies, approvals and funding requirements.	Low	Undertake appropriate investigation, design and approval processes for individual projects prior to implementation.
Project	The delivery timeframe and scope of individual projects may change due to funding availability, further investigation, design requirements, approvals and changing priorities.	Medium	Progress projects where suitable external funding opportunities become available, subject to funding eligibility, project priorities and Council consideration.

REGIONAL SIGNIFICANCE

27. The Plan has regional significance as it supports connections between the City's cycling network, neighbouring local government areas, major transport corridors and the broader metropolitan cycling network, while aligning with relevant State Government active transport initiatives.

CONCLUSION

28. The Plan provides an updated strategic framework for developing a safe, connected and accessible cycling network across the City, informed by existing network conditions, community and stakeholder feedback, and relevant planning and policy directions.

29. The Plan identifies an Ultimate Cycling Network and a staged Schedule of Works to guide any future investment and prioritisation of cycling infrastructure, while recognising that implementation will be subject to funding availability, project priorities and further investigation and design.

30. Implementation of the Plan will provide opportunities to improve social, economic and environmental outcomes, while enabling the City to leverage State and Australian Government funding opportunities to progressively deliver priority cycling projects.

10.3. Corporate Reports

No reports presented.

10.4. Community Reports

No reports presented.

10.5. Office of the CEO Reports

10.5.1. 2027 Council Meeting Dates

Declaration of financial / conflict of interests to be recorded prior to dealing with each item.

Previous Items	OCM 2025/161
Directorate	Office of the Chief Executive Officer
Business Unit	Governance
File Reference	
Applicant	N/A
Owner	N/A
Voting Requirements	**Simple Majority**
Attachments	Nil

TYPE OF REPORT

Executive

When Council is undertaking its substantive role of direction setting and oversight (eg accepting tenders, adopting plans, policies and budgets)

EXECUTIVE SUMMARY

1. This report presents a proposed schedule of Ordinary Council Meeting (OCM) and Public Agenda Briefing Forum (PABF) dates for the 2027 calendar year.
2. In accordance with the *Local Government (Administration) Regulation 1996*, the Chief Executive Officer is required to publish the detail of meeting dates and location(s) for the forthcoming calendar year.

3. The current meeting cycle adopted by Council in 2019 provides for the PABF to be held on the second Tuesday of each month and the OCM on the fourth Tuesday, with no meetings scheduled in January.

OFFICER RECOMMENDATION

That Council in accordance with section 5.25(1)(g) of the *Local Government (Administration) Regulations 1996*, ENDORSE for local public notice purposes, the following Council meeting dates, times and places for the period 1 January 2027 to 31 December 2027 inclusive:

(1) Meeting dates

Month	Public Agenda Briefing Forum	Ordinary Council Meeting
January	N/A	N/A
February	9 February	23 February
March	9 March	23 March
April	13 April	27 April
May	11 May	25 May
June	8 June	22 June
July	13 July	27 July
August	10 August	24 August
September	14 September	28 September
October	5 October	12 October
November	9 November	23 November
December	7 December	14 December

(2) Meeting times and places

(a) All Ordinary Council Meetings and Public Agenda Briefing Forums to be held in the Council Chambers at the City of Kalamunda Administration Centre, 2 Railway Road Kalamunda and commence at 6.30pm, unless otherwise specified.

(b) All Ordinary Council Meetings and Agenda Briefing Forums unless otherwise specified or determined by Council resolution, are open to the public.

(3) Any variation to the adopted schedule of meetings for 2027 will be advised by notice on the City's website and social media.

BACKGROUND

4. Section 5.4(b) of the *Local Government Act 1995* (Act) provides for Council to call OCM's, and section 5.25(1)(g) of the Act and Regulation 12 of the *Local*

Government (Administration) Regulations 1996 requires at least once every year a local government is to give local public notice of the dates, time and place for OCM and committee meetings required to be open to members of the public.

5. Council affirmed its current meeting structure in 2019 (OCM 295/2019). The proposed meeting dates broadly align with what was adopted by Council for 2026 and previous years.

COMMENT

6. The current meeting structure and cycle has been in operation for a number of years and appears to be appropriately meeting the operational and strategic direction of Council and the needs of the community, with no major issues identified for either Council or the community.

7. It has been custom of the City for no meetings to be scheduled in January and the meetings for December to be brought forward by one week.,

8. The proposed meeting schedule for October 2027 has been amended to accommodate the 2027 local government elections, with the PABF scheduled for the first Tuesday and OCM proposed for the second Tuesday.

9. The following schedule of the proposed meeting dates for 2027 has been developed to account for Council's preference for the scheduling of meetings, as follows:

Month	Public Agenda Briefing Forum	Ordinary Council Meeting
January	N/A	N/A
February	9 February	23 February
March	9 March	23 March
April	13 April	27 April
May	11 May	25 May
June	8 June	22 June
July	13 July	27 July
August	10 August	24 August
September	14 September	28 September
October	5 October	12 October
November	9 November	23 November
December	7 December	14 December

10. The fall of public holidays does not materially affect the scheduling of meetings in 2027. Public holidays will occur as follows:

Public holidays	
1 January (Friday)	New Years' Day
26 January (Tuesday)	Australia Day

1 March (Monday)	Labour Day
26 March (Friday)	Good Friday
28 March (Sunday)	Easter Sunday
29 March (Monday)	Easter Monday
25 April (Sunday)	ANZAC Day
26 April (Monday)	ANZAC Day (public holiday)
7 June (Monday)	WA Day
27 September (Monday)	King's Birthday
25 December (Saturday)	Christmas Day
26 December (Sunday)	Boxing Day
27 December (Monday)	Christmas Day public holiday
28 December (Tuesday)	Boxing Day public holiday

11. Changes to public holiday scheduling and composition are currently before State Parliament and if passed will come into effect in the 2028 calendar year.

OPTIONS

12. Option 1 – As per Officer Recommendation

    Council may endorse the proposed meeting schedule as presented.

13. Option 2 – Amendments

    Council may resolve to amend the proposed meeting schedule.

14. Option 3 – Not approve

    Council may resolve to request Administration review the structure of the meeting schedule and adjust the proposed meeting schedule accordingly.

LEGISLATIVE CONSIDERATIONS

15. *Local Government Act 1995*

    Section 5.4(b) Calling Council meetings

    Local Government (Administration) Regulations 1996

    Regulation 12 Publication of meeting details

POLICY CONSIDERATIONS

16. Nil

STRATEGIC PLANNING ALIGNMENT

Kalamunda Advancing Strategic Community Plan to 2031

Priority 4: Kalamunda Leads
Objective 4.1 - To provide leadership through transparent governance.
Strategy 4.1.1 - Provide good governance.

Strategy 4.1.2 - Build an effective and efficient service based organisation.

COMMUNITY AND STAKEHOLDER ENGAGEMENT

This report recommends no change to Council's established meeting structure of cycle. No stakeholder engagement has occurred.

Internal Engagement	
Process	**Outcome**
N/A	

External Engagement	
Process	**Outcome**
Public notice will be given in the required way for community information.	N/A

FINANCIAL CONSIDERATIONS

17. Adoption of the proposed meeting dates will not incur additional expenditure outside of Council's current adopted budget or for the 2027/2028 financial year.

SUSTAINABILITY

18. Social

    N/A

19. Economic

    N/A

20. Environmental

    N/A

RISK MANAGEMENT

Consequence	Event	Rating	Action
Financial	N/A		
Health & Safety	N/A		
Reputation	N/A		
Operation	N/A		
Environment	N/A		
Compliance	Council does not approve a schedule of meetings as required by legislation.	Low	Ensure the Council meets its legislative obligations by adopting a schedule of meetings, prior to commencement of the next calendar year.

Project	N/A		

REGIONAL SIGNIFICANCE

21. N/A

CONCLUSION

22. The proposed meeting dates for 2027 are structured in the same matter as that previously adopted by Council in 2025 and 2026. This structure appears to meet the needs of Council and the community. It is on this basis Council is requested to adopt the meeting schedule, as proposed.

10.5.2. Freeman of the City Nomination

Declaration of financial / conflict of interests to be recorded prior to dealing with each item.

Previous Items	N/A
Directorate	Office of the Chief Executive Officer
Business Unit	Governance
File Reference	N/A
Applicant	N/A
Owner	N/A
Voting Requirements	**Absolute Majority**
Attachments	Nil.
Confidential Attachments	1. Confidential Attachment 1 - Nomination for Freeman of the City 2. Confidential Attachment 2 - Endorsement 1 3. Confidential Attachment 3 - Endorsement 2

Reason for Confidentiality: *Information relating to the personal affairs of an individual [Act s. 5.23(4)(b)]*

TYPE OF REPORT

Executive

When Council is undertaking its substantive role of direction setting and oversight (e.g. accepting tenders, adopting plans, policies and budgets)

Provided under separate cover.

10.6. Chief Executive Officer Reports

10.6.1. Monthly Financial Statements to 31 October 2026

Declaration of financial / conflict of interests to be recorded prior to dealing with each item.

Previous Items	Monthly Financial Statements to 30 September 2026
Directorate	Corporate
Business Unit	Corporate Services
File Reference	FIR-SRR-006
Applicant	N/A
Owner	N/A
Voting Requirements	**Absolute Majority**
Attachments	1. Monthly Financial Report – October 2026 [10.6.1.1 – 5 pages] 2. Voted Works Budget 2026-27 [10.6.1.2 – 1 page] 3. Budget Amendment 2026-27 [10.6.1.3 – 1 page]

TYPE OF REPORT

Legislative

Includes adopting Local Laws and Town Planning Schemes. When Council determines a matter that directly impacts a person's rights and interests where the principles of natural justice apply. Examples include town planning applications, building licences, other permits or licences issued under other Legislation or matters that could be subject to appeal to the State Administrative Tribunal.

EXECUTIVE SUMMARY

1. The purpose of this report is to provide Council with the Statutory Financial Statements for the period ended 31 October 2026.
2. The Statutory Financial Statements report on the activity of the City of Kalamunda with comparison of the period's performance against the Annual Budget 2026-27 adopted by the Council on 23 June 2026 adjusted for any subsequent approved amendments.

The opening funding position in the Statement of Financial Activity reflects the draft surplus carried forward from 2025-26. The draft position is subject to the year-end financial audit and may change due to agreed audit adjustments.

3. It is recommended that Council receives the Monthly Statutory Financial Statements (Attachment 1) for the period ending to 31 October 2026, which comprise:
   a) Statement of Financial Activity (Nature or Type);
   b) Statement of Financial Activity (Statutory Reporting Program);
   c) Net Current Funding Position, note to financial report.
   d) Explanation of variances.

OFFICER RECOMMENDATION

That Council:

1. RECEIVE the Monthly Statutory Financial Statements for the month of October 2026.
2. The Monthly Financial Report Pack for October 2026 (Attachment 1) which includes:
   a) Statement of Financial Activity (Nature & Type)
   b) Statement of Financial Activity (Statutory Reporting Program)
   c) Net Current Funding Position
   d) Explanation of variances
3. Pursuant to section 6.8(1)(c) of the *Local Government Act 1995*, AUTHORISE amendment to the 2026-27 Budget as detailed in Attachment 2 and point 23 below.

BACKGROUND

4. The Statement of Financial Activity and Statement of Financial Position (Attachment 1), incorporating various sub-statements, has been prepared in accordance with the requirements of the *Local Government Act 1995* (WA) and Regulation 34 and 35 respectively of the *Local Government (Financial Management) Regulations 1996* (WA).

5. The opening funding position in the Statement of Financial Activity reflects the draft surplus carried forward from 2025-26. The draft position is subject to the year-end financial audit and may change due to agreed audit adjustments.

6. Budget and Voted Works amendments requested each month are presented separately with justification and net impact on the closing surplus position. The October 2026 report has a request which is detailed in Attachment 2 and 3.

7. The Act requires the Council to adopt a percentage or value to be used in reporting variances against the Budget. Council has adopted the reportable variances of 10% or $100,000 whichever is greater.

COMMENT

Statement of Financial Activity by Nature and Type for the month ended 31 October 2026.

9. This statement reveals a net result surplus of $53,725,169 compared to the budgeted surplus of $46,822,534 resulting in a variance of $6,902,634. The variance is largely due to the operating and investing activities variances of $5,566,932 & $1,081,543 respectively.

OPERATING REVENUE

10. Total Revenue including rates is over budget by $184,756. This is made up as follows:
    a) Rates generation was slightly under budget forecast with a minor variance of $46,905 mainly due to lower interim billing to date worth $152,756 which represents only 18% of budget to date and late UV Valuation provided by Landgate which impacts on the initial billing.
    b) Ex-Gratia Rates Revenue is tracking lower than budget by $103,089 due to a timing variance in relation to the receipt of the Ex-Gratia Rates due from the Dampier Bunbury Natural Gas Pipeline (DBNGP). The funds normally get paid in the later part of the year.
    c) Grants, subsidies and contributions are higher than budget by $62,548 due to timing of receipt of Financial Assistance Grants Scheme and Main Roads direct grants.
    d) Fees and charges are tracking over the budget by $436,411 with variances in the following areas - hall hire - $68,212, development fees - $110,931, subdivision fees - $62,427 and rates administration fees $110,884.
    e) Interest income is under budget by $209,781 deemed a timing issue with different maturing term deposits in place.
    f) Other revenue is under budget by $79,955 mainly due to timing of lease and rental invoicing.

11. Total expenditure is under budget by $5,468,698. The significant variances within the individual categories are as follows:
    a) Employment Costs remained under budget by $1,837,630 partially due to vacancies and adjustments to the annual and long service leave provisions.
    b) Materials and Contracts are under budget by $3,724,309. The variance is mainly due to an under-spend in the following key areas - Engineering

works maintenance costs - $759,370, Parks & Gardens - $757,802, Natural Areas - $141,182, City Transformation Consulting costs $229,080, Design Consulting costs $109,152 and Place and Space - $105,750, Fire Mitigation $192,380.

c) Utilities are tracking in line with budget.
d) Depreciation, although a non-cash cost, is tracking slightly over budget with a variance of $150,374.
e) Finance Costs are under budget by $4,413. The major reason for the variance is reduction in the amount financed through the revolving credit facility on Fleet Vehicles with a $1million payment made in the month.
f) Insurance expense is tracking slightly under budget by $24,663 and within threshold.
g) Other expenditure is under budget by $3,135 and within threshold.
h) Loss on Asset Disposal reported a variance of $49,005 due to timing of disposals of plant and equipment.

INVESTING ACTIVITIES

Proceeds from Disposal of Assets

12. There were nine light fleet and plant items sold asset disposals during the month of October. Total proceeds recognised was $121,795.

Non-operating Grants and Contributions

13. The non-operating grants and contributions is under budget by $6,613,350. This is mainly due to the timing of the capital works program and milestone reporting.

Capital Expenditure

14. The total Capital Expenditure on Property, Plant, Equipment, and Infrastructure Assets is under budget by $7,573,278. The delay in spend is normal at the beginning of the financial year with time taken to mobilise works for the new capital works programme.

Financial Activities

15. The amounts attributable to financing activities show no variance for the month of October.

Statement of Net Current Funding Position as of 31 October 2026

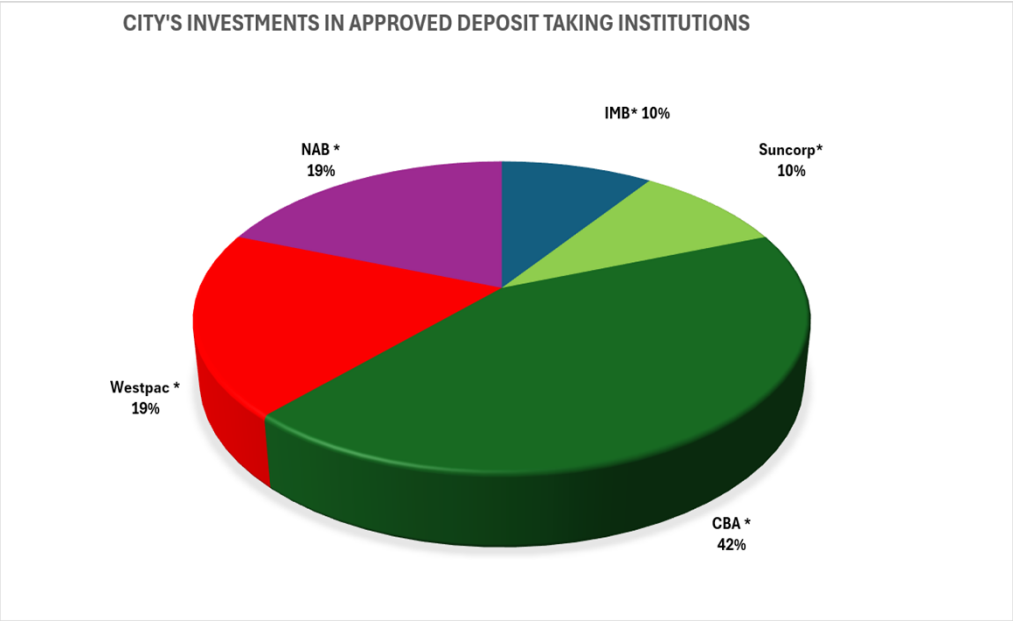
16. The commentary on the net current funding position is based on a comparison of October 2026 to the June 2026 actuals. The narration will focus on the reporting month.

17. Net Current Assets funding position (Current Assets $143 million less Current Liabilities $31 million) totals $112 million. The current assets include cash and cash equivalents worth $57 million, longer term cash deposits designated at "Other financial assets" worth $31 million and $53 million as Trade and Other Receivables. Further details below.

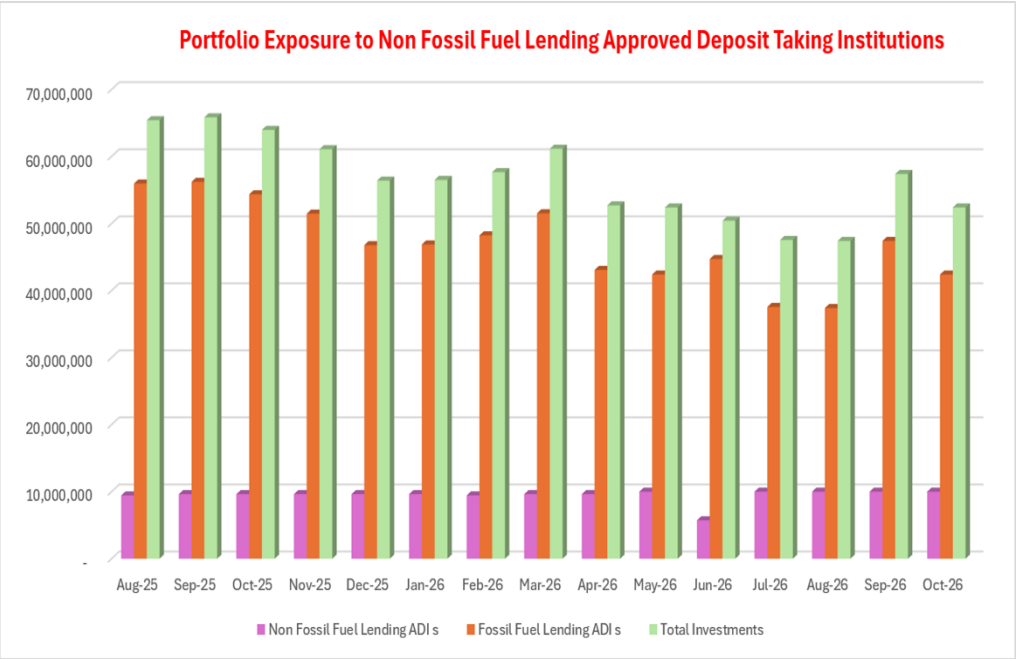
18. The following graph indicates the financial institutions where the City has investments as of 31 October 2026. Investments yields are between 4.85%-5.54% depending on the length of deposits.

    The CBA holds a high % of the City's investments as they hold overnight surplus funds beyond normal operational expenditures. As the City commences the new financial year with the rates issued in July has allowed replenishment of cashflows and initial investments worth $73 million have been made.

    The Reserve Bank of Australia has further increased the cash rate to 4.60% on 30 September as economic conditions impacting on a sticky inflation rate of above 4% partially due to the recent federal tax changes and the ongoing war in the middle east creating fuel supply uncertainty compounded by the removal of the temporary relief provided on the excise duty. With inflation still above the target band of 2-3%, the cash rate is likely to remain above 4%.

19. 

20.



21. Receivables Other represent $53 million including:

    a) Sundry debtors are $524,030. Further details are contained in the Debtors and Creditors Report to Council.

    b) Rates Receivable (current debt) $16.1 million.

    c) Receivables Sanitation and Emergency Services Levy $5.1 million; and

    d) EMRC Receivable $30.8 million.

22. Provisions for annual and long service leave have been stable at $5.2 million. Most of the provision is cash backed via specific reserves.

Proposed Budget Amendments and Voted Works

23. There is one budget amendment request for the month of October 2026 which is to add additional funds for the Project 500226 (formally called Walliston Transfer Station – Hardstand & Community Refuse area) which is now re-named to "Walliston Transfer Station – Sweeper Bunker – New". The funds are accessed from the Waste Management Reserve $276,440. See attachment 2 for additional details.

24. There were no Voted works requests for the month of October. Attachment 3 shows the running balance for the reserve.

OPTIONS

25. N/A

LEGISLATIVE CONSIDERATIONS

26. *Local Government Act 1995*

    Section 6.8 Expenditure from municipal fund not included in annual budget.

    Local Government (Financial Management) Regulations 1996

    Section 34 – Financial activity statement required each month.

    Section 35 – Financial position statement required month.

POLICY CONSIDERATIONS

27. Strategic Budget Policy provides direction on budget development, rates determination and funding of the City's operations and capital works programmes.

STRATEGIC PLANNING ALIGNMENT

Kalamunda Advancing Strategic Community Plan to 2031

Priority 4: Kalamunda Leads
Objective 4.1 - To provide leadership through transparent governance.
Strategy 4.1.1 - Provide good governance.

COMMUNITY AND STAKEHOLDER ENGAGEMENT

Internal Engagement	
Process	**Outcome**
The City's executive and management monitor and review the underlying business unit reports which form the consolidated results presented in this report.	Scrutiny of financials at service levels will assist in identifying any discrepancies for investigation.

External Engagement	
Process	**Outcome**
As noted above, the City is required to present to the Council a monthly statement of financial activity with explanations for major variances.	Public scrutiny of the city's financials.

FINANCIAL CONSIDERATIONS

28. The City's financial position continues to be closely monitored to ensure it is operating sustainably and to allow for future capacity.

SUSTAINABILITY

29. Social – N/A

30. Economic – N/A

31. Environmental – N/A

RISK MANAGEMENT

Consequence	Event	Rating	Action
Financial	Overspending the budget.	Medium	Review management reports and maintain compliance on procurement.
Health & Safety	N/A		
Reputation	N/A		
Operation	N/A		
Environment	N/A		
Compliance	Non-compliance with Financial Regulations.	Low	The financial report is scrutinised by the City to ensure all statutory requirements are met. Internal Audit reviews to ensure compliance with Financial Regulations. External Audit confirms compliance.
Project	N/A		

REGIONAL SIGNIFICANCE

32. N/A

CONCLUSION

33. The City's Financial Statement as of 31 October 2026 reflects a large draft closing surplus position of $53,725,169 mainly due to front end billing of rates and waste charges and underspends in materials and contracts and capital works projects.

10.6.2. Debtors and Creditors Reports for the Month of October 2026

Declaration of financial / conflict of interests to be recorded prior to dealing with each item.

Previous Items	Debtors and Creditors Reports for the month of September 2026
Directorate	Corporate Services
Business Unit	Financial Services
File Reference	FI-CRS-002
Applicant	N/A
Owner	N/A
Voting Requirements	**Simple Majority**
Attachments	1. Creditor Payments for the Period Ended 31 October 2026 (Public) [10.6.2.1 – 17 pages] 2. Corporate Purchasing Card Payments for the period 27 July 2026 to 26 August 2026 (Public) [10.6.2.2 – 3 pages] 3. Summary of Debtors for the month of October 2026 [10.6.2.3 – 4 pages]
Confidential Attachments	1. Creditor Payments for the Period Ended 31 October 2026 (Confidential) [10.6.2.1 – 13 Pages] 2. Corporate Purchasing Card Payments for the period 27 July 2026 to 26 August 2026 (Confidential) [10.6.2.2 – 3 pages]

Reason for Confidentiality: *Information the making public of which would be likely to endanger the security (including cyber-security) of any of the local government's property or operations [Act s. 5.23(4)(e)]*

TYPE OF REPORT

Legislative

Includes adopting Local Laws and Town Planning Schemes. When Council determines a matter that directly impacts a person's rights and interests where the principles of natural justice apply. Examples include town planning applications, building licences, other permits or licences issued under other Legislation or matters that could be subject to appeal to the State Administrative Tribunal.

EXECUTIVE SUMMARY

1. The purpose of this report is to provide Council with the list of payments made from Municipal and Trust Fund Accounts for the month of September 2026, in accordance with the requirements of the *Local Government (Financial Management) Regulations 1996* (Regulation 13).

2. The Debtors and Creditors report provides Council with payments made from Municipal and Trust accounts together with outstanding debtors for the month of October 2026.

3. The report provides details of credit card payments made from the Municipal Fund accounts for 27 July 2026 to 26 August 2026. Acquittal of September and October transactions is pending in the new ERP system due to delay in transition of data.

OFFICER RECOMMENDATION

That Council:

1. RECEIVE the list of payments made from the Municipal and Trust Fund Accounts for the Month of October 2026 in accordance with the requirements of the *Local Government (Financial Management) Regulations 1996* (Regulation 13).
2. RECEIVE the list of payments made from 27 July 2026 to 26 August2026 using Corporate Purchasing Cards (Confidential Attachment 2) in accordance with the requirements of the *Local Government (Financial Management) Regulations 1996* (Regulation 13A).
3. RECEIVE the outstanding debtors report for the month of October 2026.

BACKGROUND

4. Trade Debtors and Creditors are subject to strict monitoring and control procedures.

5. In accordance with *the Local Government (Financial Management) Regulations 1996* (Regulation 13) reporting on payments made from Municipal Fund and Trust Funds must occur monthly.

6. Effective from 1 September 2023 under *Local Government (Financial Management) Regulations 1996* (Regulation 13A). If a local government has authorised an employee to use a credit, debit or other purchasing card a list of payments

made using the card must be prepared each month showing the following information for each payment made since the last list was prepared.

a) The payee's name.
b) The amount of the payment.
c) The date of the payment.
d) Sufficient information to identify the payment.

COMMENT

Debtors

7. Sundry debtors as of 31 October 2026 were $524,030. This includes $535,702.52 of current debts and $11,627.57 unallocated credits (excess or overpayments).

8. Invoices over 30 days total $89,714.28; debts of significance are:

a) $7,072.00 Kalamunda Canning Rugby League Football Club (Bulldogs),
b) $6,510.00 Shire of York – LSL Liability Reimbursement

9. Invoices over 60 days total $89,714.28; debts of significance are:

a) Municipal Work care (LGIS), $38,898.44, Insurance Claims – Various; and
b) City of Kwinana, $24,444.78 LSL Liability Reimbursement

10. Invoices over 90 days total $161,275.35; debts of significance are:

a) Kalamunda & Districts Football, $36,776, Construction of new LED lighting at Ray Owen Reserve;
b) Kalamunda & Districts Netball Assn, $28,919.06, Building Maintenance charges;
c) Dome Coffees Australia, $24,291.64 Lease Fees;
d) Municipal Work care (LGIS), $12,511.37, Insurance Claims – Various;
e) Kalamunda City FC (Inc), $11,605.50 Winter season fees and Annual Lease Fee;
f) Mason & Bird, $4,408.91, Lease Fees;
g) Pyramids Plumbing, $7,199, Maintenance Jobs and Admin Fees; and
h) Scream n Shout Dance, $7,101, KPAC Theatre Fees

Creditors

11. Payments totalling $6,647,156.32 were made during the month of October 2026. Standard payment terms are 30 days from the end of the month, with local businesses and contractors on 14-day terms.

The details are in the attachment 1.

Payroll

12. Salaries are paid in fortnightly cycles. A total of $2,505,276.69 was paid in net salaries for the month of October 2026.

13. Details The details are provided in (Attachment 1) after the creditor's payment listing.

Trust Account Payments

14. The Trust Accounts maintained by the City of Kalamunda (City) relate to the following types:
    a) CELL 9 Trust;
    b) Public Open Space funds;
    c) NBN Tower Pickering Brook Trust.

15. There were no payments made from the Trust Accounts in October 2026.

LEGISLATIVE CONSIDERATIONS

16. Regulation 12(1) of the *Local Government (Financial Management) Regulations 1996.*

17. Regulation 13 of the *Local Government (Financial Management) Regulations 1996.*

POLICY CONSIDERATIONS

18. Debt Collection Policy S-FIN02.

19. Register of Delegations from Council to CEO.

STRATEGIC PLANNING ALIGNMENT

Kalamunda Advancing Strategic Community Plan to 2031

Priority 4: Kalamunda Leads
Objective 4.1 - To provide leadership through transparent governance.
Strategy 4.1.1 - Provide good governance.

COMMUNITY AND STAKEHOLDER ENGAGEMENT

Internal Engagement	
Process	**Outcome**
Various business units are engaged to resolve outstanding debtors and creditors as required.	Improved debt collection and resolutions on queries.

External Engagement	
Process	**Outcome**
Debt collection matters are referred to the City's appointed debt collection agency when required.	Improved default debt recovery.

FINANCIAL CONSIDERATIONS

20. The City will continue to closely manage debtors and creditors to ensure optimal cash flow management.

SUSTAINABILITY

21. Social – N/A

22. Economic – N/A

23. Environmental – N/A

RISK MANAGEMENT

Consequence	Event	Rating	Action
Financial	The City is exposed to the potential risk of the debtor failing to make payments resulting in the disruption of cash flow.	Low	Ensure debt collections are rigorously managed
Health & Safety	N/A		
Reputation	N/A		
Operation	N/A		
Environment	N/A		
Compliance	Adverse credit ratings due to the City defaulting on the creditor	Low	Ensure all disputes are resolved in a timely manner.
Project	N/A		

REGIONAL SIGNIFICANCE

24. N/A

CONCLUSION

25. Creditor payments are within the normal trend range. Overdue Debtors are being followed up as part of normal operations.

10.6.3. Rates Debtors Report for the period 1 October to 31 October 2026

Declaration of financial / conflict of interests to be recorded prior to dealing with each item.

Previous Items	Rates Debtors Report for the period 1 September – 30 September 2026.
Directorate	Corporate
Business Unit	Financial Services
File Reference	FI-DRS-004
Applicant	N/A
Owner	N/A
Voting Requirements	**Simple Majority**
Attachments	Nil

TYPE OF REPORT

Executive

When Council is undertaking its substantive role of direction setting and oversight (eg accepting tenders, adopting plans, policies and budgets)

EXECUTIVE SUMMARY

1. The purpose of this report is to provide Council with information on the rates collection percentage and the status of rates recovery actions.
2. The City of Kalamunda (City) levied rates for 2026/2027 on 15 July 2026. The amount collectable (excluding deferred rates balance of $1,146,750) as of 31 October 2026 was $56,928,085. This balance includes, initial billing, and the brought forward balance from 2025/26. Collections to date stand at $38,906,332.

OFFICER RECOMMENDATION

That Council RECEIVE the Rates Debtors Report for the Period covering 1 October 2026 to 31 October 2026.

BACKGROUND

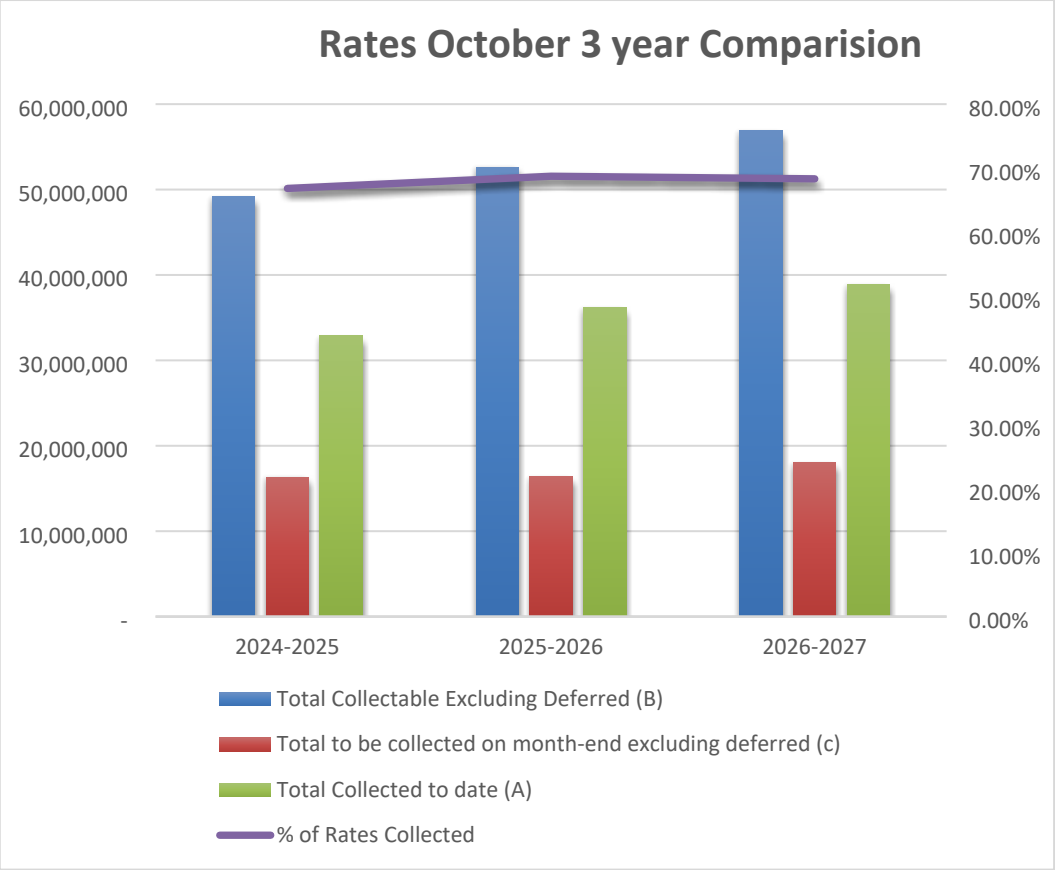
3. Rate Notices were issued on 15 July 2026 with the following payment options available:

Options	Payment Dates			
Full payment	19 August 2026			
Two instalments	19 August 2026	23 December 2026		
Four instalments	19 August 2026	21 October 2026	23 December 2026	24 February 2027

DETAILS AND ANALYSIS

4. A total of 23,965 notices were issued on 15 July 2026. This consisted of 19,138 mailed rates notices, and 4,827 of eRates notices (20.14% take-up saving more than $8,740 in postage and printing). Compared to last year (4,527 eRates), the uptake has increased by 6.6%.
5. As of 31 October 2026, rates levied and collectable for the 2026/2027 Financial Year total is $56,928,085 (excluding deferred rates), with collections standing at $38,906,332.
6. The above collection rate of $38,906,332 represents a collection rate of 68.34% which is slightly lower than the previous year of 68.75% and shows an improvement when compared to 2024/25 when the collection rate was 66.84%. For reference, below is a chart comparing the collection rates for the last three years.

7.



COMMENT

8. From the above chart the following observations are made:

   a) The quantum of collectable and collected rates is higher in 2026/27 than previous years because the base amount is higher each year.

   b) The City's Rates Team are actively managing the debt outstanding. This is particularly noted in the amount outstanding for previous years having reduced by 18% ($437,660). The City commends the team for achieving this result which improves the City's cashflows and interest earning opportunity.

   c) The % collectable at 31 Oct 2026 is 31.66% which will be a point of focus for the Rates Team to work towards. In this regard, work is being done to review and update the City's collection and hardship policies and procedures.

9. The interim rating has commenced for 2026/2027. To 31 Oct 2026, $152,756 has been raised for the interim rating revenue.

10. The first instalment due date was 19 August 2026. The following observations should be noted:

    a) A total of 13,598 properties representing 54.28% of the total number of rateable properties were noted to have paid in full or were in credit.
    b) A total of 9,889 ratepayers has taken up an instalment option or has entered a payment arrangement.

    The following table showing Properties choosing to pay by instalments or payment arrangements:

Option	**Description**	**2026/27 Number**	**2025/26 Number**
Option 2 on Rates Notice	Two instalments	1,862	1,827
Option 3 on Rates Notice	Four instalments	6,824	6,679
Direct Debit	Pay by direct debit	1,159	1,105
Payment Arrangement	Pay by payment Arrangement	44	171
Total	**Ratepayers on payment options**	**9,889**	**9,782**

11. Call recording software has been utilised in the Rates Department since 2015, primarily for customer service purposes, as it allows calls to be reviewed for training and process improvement purposes. For the period 1 Oct 2026 to 31 Oct 2026, there was a total of 607 calls, equating to 34.55 hours of call time.

LEGISLATIVE CONSIDERATIONS

12. The City collects its rates debts in accordance with the *Local Government Act 1995* Division 6 – Rates and Service Charges under the requirements of Subdivision 5 – Recovery of unpaid rates and service charges.

POLICY CONSIDERATIONS

13. The City's rates collection procedures are in accordance with the Debt Collection Policy CEO Direction 5.5.

STRATEGIC PLANNING ALIGNMENT

Kalamunda Advancing Strategic Community Plan to 2031

Priority 4: Kalamunda Leads
Objective 4.1 - To provide leadership through transparent governance.
Strategy 4.1.1 - Provide good governance.

COMMUNITY AND STAKEHOLDER ENGAGEMENT

Internal Engagement	
Process	**Outcome**
The City's Governance Unit has been briefed on the debt collection process.	**N/A**

External Engagement	
Process	**Outcome**
The higher-level debt collection actions will be undertaken by an external collection agency appointed by the City. A review is underway on the provider for this service.	**N/A**

FINANCIAL CONSIDERATIONS

14. The early raising of rates in July allows the City's operations to commence without delays improving cashflow, in addition to earning additional interest income.

SUSTAINABILITY

15. Social

    Debt collection can have implications upon those ratepayers facing financial hardship and the City must ensure equity in its debt collection policy and processes.

    The City has "a smarter way to pay" direct debit option to help ease the financial hardship to its customers. This has proved very effective with a growing number of ratepayers taking advantage of this option. A "Smarter Way to Pay" allows ratepayers to pay smaller amounts on a continuous basis either weekly or fortnightly, helping to reduce their financial burden.

16. Economic

    Effective collection of all outstanding debtors leads to enhanced financial sustainability for the City.

17. Environmental

The increase in the take up of eRates, as a system of Rate Notice delivery, will contribute to lower carbon emissions due to a reduction in printing and postage. It is heartening to see an uptake in eRates with a 6.6% increase from the previous year.

RISK MANAGEMENT

Consequence	Event	Rating	Action
Financial	Failure to collect outstanding rates and charges leading to cash flow issues within the current year.	Medium	Ensure debt collections are rigorously maintained.
Health & Safety	N/A		
Reputation	N/A		
Operation	N/A		
Environment	N/A		
Compliance	N/A		
Project	N/A		

REGIONAL SIGNIFICANCE

18. N/A

CONCLUSION

19. The current year collection rate to 31 October 2026 is at 68.34% compared to 68.75% last year. The City continues to effectively implement its rate collection strategy and meet best practice standards.

10.6.4. Community Event Sponsorship 2026

Declaration of financial / conflict of interests to be recorded prior to dealing with each item.

Previous Items	
Directorate	Community
Business Unit	Place & Community Experience
File Reference	
Applicant	
Owner	
Voting Requirements	**Simple Majority**
Attachments	Nil

TYPE OF REPORT

Executive

When Council is undertaking its substantive role of direction setting and oversight (eg accepting tenders, adopting plans, policies and budgets)

EXECUTIVE SUMMARY

1. Council is being asked to approve the first round of allocations under the 2026/27 Cultural Activities and Event Sponsorship Program.

2. The program supports cultural activities and community-led events that increase participation, activate local places and benefit residents, businesses and visitors.

3. Council is being asked to consider approving seven Round 1 proposals totalling $17,230 from the adopted 2026/27 budget of $30,000, leaving $12,770 available for the planned second round.

OFFICER RECOMMENDATION

That Council:

1. APPROVE the following round 1 sponsorship allocations, from the adopted 2026/27 events sponsorship budget:

    a) $250 to the Kalamunda Men’s Shed for their annual open day which aims to create community awareness and generate memberships

b) $2,000 to the Perth Hills Farm Trail Development Workshop, which aims to support farmers and businesses within the City
c) $3,000 to Swissmurdie which aims to bring Kalamunda residents and visitors together to be active, connect with others and experience the local natural environment, showcasing our trails.
d) $3,000 to Woodlupine Family Centre for their 35th anniversary celebration which aims to increase awareness of programs and services operating within the wider hub.
e) $2,980 to Create Forrestfield Town Team to deliver a series of events/programs activating various locations throughout Forrestfield aimed at bringing community together to strengthen connection.
f) $3,000 to Gran Fondo to assist with delivering the Perth Hills Gran Fondo event, which aims to promote cycling tourism within Kalamunda and raise money for Foodbank WA.
g) $3,000 Kalamunda Chamber of Commerce to assist with delivering the Bickley Harvest Festival which celebrates growers, producers, venues and the Bickley Valley.

2. REQUIRE recipients to enter into a funding agreement before payment, obtain all applicable approvals and submit an acquittal within eight weeks of completing the funded activity.

BACKGROUND

4. Round 1 applications opened 5 October and closed 31 October 2026.

5. Feedback from previous rounds identified that the application form was difficult to navigate. The City simplified the form and clarified assessment criteria, including what applicants need to show about local need, community benefit and expected outcomes.

6. The program is designed to support vibrant cultural activities and community-led events that contribute to the City's unique identity.

7. The program has two competitive funding streams with an adopted 2026/27 budget providing a total funding pool of $30,000.

Funding Stream	Purpose
Cultural Activities & Event Sponsorship	Larger public activities and events with substantial community, cultural, place, visitor or economic

	benefits and appropriate recognition of the City's support.
Small Event Sponsorship	Locally led activities that strengthen participation, connection or wellbeing, or activate a local place.

8. A second round is planned for early 2027, subject to the remaining budget and confirmation of the timetable.

COMMENT

9. Applications were screened for eligibility before assessment by a panel of City Officers with representation from Governance, Regulatory Services, Public Relations and Events.

10. Funding is competitive and based on the merits of each proposal, its ability to deliver the proposed outcomes and available funds.

11. Eligibility and expectations differ by funding stream

Funding Stream	Suitable Applicants / Activities
Cultural Activities & Event Sponsorship	Applicants should demonstrate substantial public benefit, strategic alignment, accessible and affordable participation where practicable, a viable delivery plan and recognition proportionate to the funding sought.
Small Event Sponsorship	Open to eligible not-for-profit, charitable and community organisations, with an appropriate auspice arrangement where required. Activities should respond to a local need or opportunity.

12. The Event Sponsorship stream has four funding tiers, up to $250, up to $500, up to $1,000 and over $1,000 to a maximum of $3,000.

13. **Assessment Criteria**

    a. Community Benefit & Need:
    - Demonstrated local need or opportunity
    - Alignment with community priorities
    - Positive outcomes for residents and places

- Social, cultural, economic, or wellbeing benefits

b. Community Engagement & Inclusion

- Involvement of community members & stakeholders
- Partnerships & local participation
- Removal of barriers to participation
- Accessibility, diversity & inclusion measures

c. Delivery & Value

- Realistic organisation capability & budgeting
- Risk management & governance
- Ability to measure & report outcomes
- Value for money & experience

d. Legacy & Recognition

- Long-term benefits beyond the funded activity
- Capacity building & skill development
- Ongoing partnerships and community impact
- Appropriate recognition of the City's contribution

14. Details of each application and the proposed funding are provided in the table below:

Event Name	Details	Request	Comments
Kalamunda Men's Shed Open Day	Annual open day which aims to create community awareness and generate memberships	$250	Men's Shed's annual Open Day, which gives residents the opportunity to visit the Shed, meet members and learn about its activities. It helps attract new members and gives local men & women a way to connect with others, share skills and get involved in community projects. Average score: 83/100 **Recommend: $250**
Perth Hills Farm Trails Workshop	Workshop aims to support farmers & businesses in the City by exploring how a collaborative farm trail can strengthen the	$2,000 - $3,000	The workshop has regional significance; a shared trail to encourage visitors to explore multiple businesses and strengthen the Perth Hills' identity as a

	regions identity as a destination for authentic agriculture, food & visitor experiences		destination for local produce and farm experiences. Workshop may be better suited being sponsored by Chamber as it supports local agricultural businesses. Average score: 75/100 **Recommend: $2,000**
Swissmurdie	Trail series bringing Kalamunda residents and visitors together to be active, connect with others and experience the local natural environment, showcasing our natural assets.	$5,000	The series showcases Kalamunda's trails and natural areas, encouraging participants to explore and enjoy the local environment. Maximum amount for the round is $3,000 Meets needs of community and removes barriers to participation Average score: 82/100 **Recommend: $3,000**
Create Forrestfield (Town Team)	A volunteer led Town Team, aimed at bringing people together to celebrate, improve & take pride in Forrestfield by turning local ideas into action through creative projects, community events & place-making initiatives that strengthen community connection & belonging.	$2,980	Create Forrestfield, a volunteer-led Town Team that helps residents turn local ideas into creative projects, community events and improvements to shared spaces. These activities give residents opportunities to meet their neighbours, contribute to their local area and build a stronger sense of belonging and pride in Forrestfield. Average score: 96/100 **Recommend: $2,980**

Gran Fondo	Annual charity bike ride raising funds for Foodbank WA, while showcasing Kalamunda as a cycling destination and contributing to a vibrant community atmosphere.	$8,000 - $10,000	Annual bike ride raises money for charity, this year Foodbank WA, while showcasing Kalamunda Hills and attractions. Proven history of success. Maximum amount for the round is $3,000 Average score: 73/100 **Recommend: $3,000**
Woodlupine Family Centre	A not-for-profit organisation offers a range of services to the community. Hosting their 35th anniversary community celebration which aims to increase awareness of services, strengthen collaboration amongst local groups, service providers and community partners.	$3,000	Woodlupine Family Centre's 35th anniversary celebration, gives residents an opportunity to learn about the Centre's many services and how to access them. The event brings local groups, service providers and community partners together to share information and identify opportunities to work together to support residents. Average score: 92/100 **Recommend: $3,000**
Bickley Valley Harvest Festival (KCC)	A longstanding tourism event that celebrates the growers, producers, venues & the Bickley Valley. The festival attracts between 12-15,000 visitors with 60% from outside Kalamunda.	$3,000	The longstanding festival showcases Bickley Valley growers, producers and venues. It attracts 60% of visitors from outside Kalamund**a**, bringing customers to local businesses and strengthening the valley's profile as a visitor destination. Average score: 90/100

			Recommend: $3,000

15. Approved applications are required to submit an event application, and ensure
16. relevant approvals are obtained, and agree to the conditions applied regarding
17. acquittal procedures.

OPTIONS

18. **Option 1. Approve the final recommended allocations.**

    This would allow successful applicants to plan their activities and proceed to funding agreements, subject to the proposed conditions.

19. **Option 2. Amend the proposed allocations.**

    Council may vary allocations or conditions within the available budget. Any variation should identify the basis for the change and whether the applicant can deliver the agreed outcomes at the amended amount.

20. **Option 3. Defer or decline some or all allocations.**

    Deferral would allow further eligibility or assessment information to be obtained, with potential timing implications for applicants. Declining allocations would retain funding in the program budget for consideration in the next round.

LEGISLATIVE CONSIDERATIONS

21. *Local Government Act 1995*

POLICY CONSIDERATIONS

22. Service 6 – Event Sponsorship and Donations

STRATEGIC PLANNING ALIGNMENT

Kalamunda Advancing Strategic Community Plan to 2031

Priority 1: Kalamunda Cares and Interacts
Objective 1.1 - To be a community that advocates, facilities and provides quality lifestyles choices.
Strategy 1.1.2 - Empower, support and engage all of the community.

Priority 1: Kalamunda Cares and Interacts
Objective 1.3 - To support the active participation of local communities.
Strategy 1.3.1 - Support local communities to connect, grow and shape the future of Kalamunda.

Strategy 1.3.2 - Encourage and promote the active participation in social and cultural events in the City of Kalamunda.

Priority 4: Kalamunda Leads
Objective 4.1 - To provide leadership through transparent governance.
Strategy 4.1.1 - Provide good governance.
COMMUNITY AND STAKEHOLDER ENGAGEMENT

Internal Engagement	
Process	**Outcome**
Assessment and budget review	Applications were assessed by a cross section of business units, comprising of Public Relations, Governance, development Services& Events.

External Engagement	
Process	**Outcome**
Program promotion and applicant support	The City promoted the round through its website, social media and electronic direct mail and offered pre-application guidance.

FINANCIAL CONSIDERATIONS

23. Funding of $30,000 was approved as part of the 2026/27 Budget, the recommended allocation is within this amount.
24. Successful applicants will enter into a funding agreement setting out payment milestones and deliverables.
25. Recipients must acquit funding within eight weeks of completing the activity. The acquittal should document expenditure, delivery against the agreed outcomes and acknowledgement of the City's contribution. Failure to acquit may affect eligibility for future funding.
26. Any uncommitted funding will be kept for the proposed second round.

SUSTAINABILITY

27. **Social** The activities can strengthen connection, volunteering and participation. Organisers are required to show how they will make activities accessible and report who participated, using measures proportionate to the activity and award.
28. **Economic** Events can support local suppliers and attract visitors to local businesses. The farm trails workshop may help producers and tourism operators work together on a future visitor offer.

29. **Environmental** Organisers are required to address site protection, waste and transport impacts proportionate to the scale and location of the activity. Relevant controls will be applied through the event approval process where required.

RISK MANAGEMENT

Consequence	Event	Rating	Action
Financial	Funds are spent outside the agreed purpose or remain unacquitted.	Low	Funding agreement, verify payment milestones and review acquittal evidence.
Health & Safety	An activity exposes participants, volunteers or the public to harm	Medium	Verify applicable approvals, event risk management plans and insurance before delivery.
Reputation	Inconsistent decisions or unclear reasons undermine confidence in the round.	Low	Apply the criteria consistently, document conflicts and record reasons for funding decisions.
Operation	An activity is cancelled, postponed or materially changed.	Medium	Require prompt notice of changes and address cancellation and unspent funds in the agreement.
Environment	An event causes waste, site damage or disturbance.	Medium	Set event-specific controls where required and verify site reinstatement if applicable.
Compliance	An activity proceeds without required approvals or breaches funding conditions.	Medium	Identify approvals early, confirm them before delivery and monitor agreement obligations.
Project	An applicant cannot deliver the agreed scope at a reduced award.	Low	Confirm revised scope and budget before signing the funding agreement.

REGIONAL SIGNIFICANCE

30. The program's primary benefits are local delivery.

31. The Perth Hills Farm Trails Workshop has potential regional significance through collaboration between producers, businesses and tourism operators and the development of a future visitor offer.

32. The workshop is an early step, and any broader outcomes depend on subsequent collaboration and delivery.

CONCLUSION

33. The proposed sponsorship allocations support community participation across Kalamunda by giving residents opportunities to connect with others, take part in volunteer-led projects, learn about local services and enjoy the City's trails and natural areas.

34. The proposed sponsorships also help local growers, producers and businesses work together to showcase Perth Hills produce and experiences.

35. Events with a regional draw encourage visitors to explore the area and spend with local businesses.

10.6.5. Permanent Mining Avoidance Zones

Declaration of financial / conflict of interests to be recorded prior to dealing with each item.

Previous Items	'SCM 01/2025 – 12 August 2025
Directorate	Development
Business Unit	Development
File Reference	N/A
Applicant	N/A
Owner	N/A
Voting Requirements	**Simple Majority**
Attachments	1. 20260903 - CEO - Mayor - City of Kalamunda - Permanent Mining Avoidance Zones

TYPE OF REPORT

Advocacy

When Council is advocating on behalf of the community to another level of government/body/agency

EXECUTIVE SUMMARY

1. Correspondence (Attachment 1) has been received from the Member for Kalamunda, Adam Hort MLA requesting Council's consideration of formal support for the permanent protection of environmentally, socially and strategically significant areas within the City of Kalamunda through establishing Mining Avoidance Zones (MAZs) and their subsequent excision from Alcoa's Mineral Lease 1SA (ML1SA).
2. The matter was presented to the October 2026 Ordinary Council Meeting (OCM) for Council's consideration, where the matter was deferred to allow Elected Members to be briefed on the request and the implications. This briefing occurred in mid November 2026.
2. This request is submitted for Council's consideration.

OFFICER RECOMMENDATION

That Council:

1. SUPPORT permanent publicly mapped Mining Avoidance Zones over the relevant ML1SA land within the City of Kalamunda.
2. SUPPORT protections which expressly prohibit all future exploration, investigative drilling, mining, mine pits access roads and associated infrastructure, regardless of the proponent or mineral sought.
3. SUPPORT the permanent excision of the protected land from ML1SA together with any additional reservation, withdrawal, or statuary protection necessary to prevent it becoming available to another mining company.
4. REQUEST the Chief Executive Officer provide written confirmation to Mr Adam Hort MLA, Member for Kalamunda of the City Position to be included in his representations to the State of Western Australia, particularity the Minister of State Development
5. REQUEST the Chief Executive Officer to ensure permanent mining avoidance zones be included in the City of Kalamunda Advocacy Strategy and reflected in the City of Kalamunda Local Planning Strategy.

BACKGROUND

5. The City's Strategic Community Plan and associated strategic documents recognise the importance of protecting and enhancing natural bush areas and biodiversity. The City's significant Regional Reserves and State Forests are significant natural assets that contribute towards the City's unique character and identity and support a wide range of social and economic opportunities for the City and surrounding communities.

6. Western Australia's continued economic growth over many years has been made possible by substantial investments in the resources sector. In many cases, proponents (like Alcoa) commit to these significant projects because of an Agreement specifying terms and conditions with the WA Government for the development of the resource. These terms and conditions are contained within what is known as State Agreements, which are ratified by Acts of Parliament.

   A State Agreement is a legal agreement between the WA Government and a proponent of a major project within the boundaries of WA. It is a highly visible sign of WA's and the relevant proponent's (in this case Alcoa) support for and commitment to the project.

   Alcoa operates under a Mineral Lease extending from Mundaring to Collie along the Darling Range and is supported / controlled by WA legislation and though an Agreement with the State of Western Australia.

7. At its Special Council Meeting on the 12 August 2026, Council unanimously resolved:

   That Council:

   1. *OBJECTS to all Alcoa's bauxite mining activities, particularly exploratory drilling and all mining operations on the Darling Range, including in and the surrounds of the City of Kalamunda, on the grounds that such activity poses a significant negative impact and risk to the long-term character and amenity of the Perth Hills region.*

   2. REQUESTS the Chief Executive Officer prepare a submission on behalf of the City of Kalamunda to the Environmental Protection Authority (EPA) opposing the expansion, to be submitted prior to the deadline of 21 August.

   3. REQUESTS the Chief Executive Officer engage with neighbouring local governments — including the Shire of Mundaring, City of Gosnells, City of Armadale, and Shire of Serpentine Jarrahdale - to explore opportunities for a coordinated advocacy response and joint representation to the EPA and relevant State Ministers.

   4. REQUESTS the Chief Executive Officer prepare a letter to the Premier of Western Australia to outline the sentiments of Council's objection of Alcoa's Mining Activities in the Darling Range and that any future negotiations on renewal or modifications to any state agreements, or mining leases in a local area must include representation from local government as part of the process to ensure local matters are given appropriate consideration in the decision making process.

8. In November 2025 Alcoa made an announcement that it would remove potential exploration areas within Mundaring and other hills local government areas from its proposed plans. Alcoa confirmed that the changes followed community and stakeholder feedback, acknowledging the environmental and social importance of the Perth Hills.

   The company maintained that exploration drilling was a low-impact activity intended to improve geological knowledge and did not indicate an intention to mine an area.

9. In August 2026, Adam Hort MLA corresponded with the City of Kalamunda seeking its consideration of formal support for the permanent protection of environmentally, socially and strategically significant areas within the City of Kalamunda through establishing Mining Avoidance Zones (MAZs) and their subsequent excision from Alcoa's Mineral Lease 1SA (ML1SA).

The matter was presented to the October 2026 OCM for Council's consideration, where the matter was deferred to allow Elected Members to be briefed on the request and the implications. This briefing occurred in mid-November 2026.

COMMENT

9. The Mundaring Weir Catchment is a critical drinking water source for Perth, the Goldfields, and Regional Communities. The surrounding Northern Jarrah Forest contains significant biodiversity values, including habitat for threatened black cockatoo species while also supporting recreation, tourism cultural heritage, and the distinct lifestyle values of the Perth Hills.
10. Mining Avoidance Zones are areas where Alcoa commits not to mine despite retaining its underlying mining tenure. These zones are intended to protect significant environmental, recreation and tourism community and water catchment values.
11. An example of this is the recently established Dwellingup Mining Avoidance Zone, which covers approximately 8,344 hectares and includes measures intended to prevent mining within the area. It has been claimed by interested community groups that just over 5000 ha of the zone is fragmented areas of publicly owned forest, much of which would have been very difficult, if impossible, for Alcoa to mine because of the need to create transport and infrastructure corridors over private land.
12. While the Mining Avoidance Zones is a softer exclusion from mining, importantly the MAZ does not remove the land from the ML1SA. The mining rights remain in place and future protection relies upon future agreements, commitments, and approval frameworks.
13. Exclusion from the ML1SA is a formal tenure amendment that removes land from the lease area and extinguishes Alcoa's mining rights (either subsidiary or new companies) over the affected land. The impact of this negation and outcome could create gaps for new positive and negative situations to emerge. As a result, practicable and deliberate measures will need to be explored and implemented to ensure unintended or perverse outcomes do not occur.
14. **What is the primary land use – is it a Water Catchment Area?**

    The importance of the Mundaring Weir Catchment which is a critical drinking water source for Perth, the Goldfields, and Regional Communities. This should be afforded high levels of protection.

    The aim of water security is to maximize the benefits of water for humans and ecosystems.

The second aim is to limit the risks of destructive impacts of water to an acceptable level. Decision makers and water managers aim to reach water security goals that address multiple concerns.

These outcomes can include increasing economic and social well-being while reducing risks tied to water. There are linkages and trade-offs between the different outcomes, although there is a stronger weighting towards mining activities taking preference over water security.

A drinking water catchment is an area of land where rainfall collects in rivers and streams that flow into reservoirs, or seeps into the soil to become groundwater where it is stored in underground aquifers. The captured water later becomes drinking water for the wider community.

It appears that mining operations and water catchment / water security are more complementary than we understand. Mining activities within water catchments for priority water catchments are permissible. Typically land use approaches would separate incompatible land use activities.

For development on private landholdings development within water catchments (P1, P2 and P3) remain deeply prohibitive and are a constant planning issue facing developers (including tourism and farming operations) in the City. A key challenge is the differentiation between land planning and water policy given the primacy afforded to “avoidance so as to protect water quality and public health.” With respect to mining in these areas, this appears to be more compatible in both a policy and application setting.

In an environment when innovation and technology is able to facilitate diverse, secure and clean water sources, and also manage land use contamination risk, the City considers it is time to review DWER water policies, particularly the Strategic Policy: Protecting PDWSAs in Western Australia and Policy: Land Use compatibility in public drinking water source areas.

There are a range of land uses and activities that are classified as ‘incompatible’ with a broad brush with assumed risks. This results in an inability for local governments to navigate performance assessments or determination of proposals on proportionality and planning merit, particularly where an applicant can demonstrate that performance measures can mitigate risk of contamination. This creates challenges with Local Governments seeking to fulfil sustainability outcomes for communities in rural environments.

How the State Government (notably DWER) plans to undertake reviews of its water policies to recognise contemporary technologies, performance-based land use approaches and balancing sustainability objectives is largely unknown. The priority settings have remained largely the same since the protection areas were

established, yet technology which deals with mitigating groundwater risks has advanced significantly.

While the City seeks to create more room for pragmatic responses in protection areas which reflect these advances, there is a need to clarify the State's position on how these contemporary technologies for one land use (being Mining / Extractive Industry) are permissible and in wastewater disposal technology and effectiveness.

State Planning Policy 2.9 Water was published on 16 December 2025 and became operational on 18 December 2025. This policy aims to integrate water resource management into land use planning and development, ensuring that planning and development consider water quality and quantity to deliver sustainable outcomes.

Key issues addressed include the protection of water resources, addressing climate change impacts, and ensuring that necessary infrastructure is in place to support future development. The policy consolidates multiple previous water-related policies into a streamlined framework, improving clarity and consistency in planning.

Public drinking water source areas (PDWSAs) are important, they should be immediate exclusion zones for incompatible land uses, regardless of the state agreements of weighting of legislation primacy involved.

15. **Alternative Approach -** Environmental groups have advocated for the remaining intact forests in the Northern Jarrah Forest region become more secure and are afforded more or are permanently protected for the reasons around water, wildlife, biodiversity, and climate.

    Groups have been urging the WA State Government to act decisively to create a network of new and expanded national parks and nature reserves to protect the precious and vulnerable forests. Examples relevant to the City of Kalamunda that are proposed but not yet formalised – include:

    1. Expanded conservation area from Lane Poole Reserve to the north and east into Dwellingup State Forest, to the south and east into Harris River State Forest and Morgan Forest Block
    2. Expanded conservation area from Midgegooroo National Park into Jarrahdale and Mundaring State Forests to the east.

    While this re-classification approach affords a greater layer of control, by re-classifying the area as a "special place", it needs to clearly identify why that space is important. Geater education should be provided around why these National Parks and Class A nature reserves are designed to protect representative areas of ecosystems.

Without legislative reform, the *Mining Act 1978* can enable or permit a level of mining activities in national parks and class reserves but would be subject to stricter regulations and scrutiny to protect the environment and preserve the natural heritage.

In summary this is a stronger approach yet still enables certain or limited proposals to be considered through State Government (including Parliament) checks and balances.

16. Reflecting this position in Council's documents - Local planning strategies.

The Regulations require a local government to prepare a local planning strategy for each local planning scheme that is approved for land within the district of the local government. A local planning strategy must be prepared in a manner and form approved by the Western Australian Planning Commission.

The local planning strategy guidelines comprise of the manner and form for a local planning strategy and the supporting guidance for implementing the approved manner and form for a local planning strategy. The Council can investigate re-enforcing such a position of Mining Avoidance Zones excluding into its LPS and Local scheme to reflect an agreed position.

17. **The Resources Sector is important to WA -**
The resources sector is crucial to Western Australia for several reasons:

1. Economic Growth: It contributes around $195 billion to the State economy, accounting for almost 44 per cent of economic activity.
2. Job Creation: The sector supports hundreds of thousands of jobs across Australia and generates billions in public revenues each year.
3. Public Services: Royalty and related revenues from the sector fund essential services such as hospitals, schools, and public services.
4. Regional Development: It underpins regional development and living standards, providing substantial economic benefits beyond WA's borders.
5. Investment: The sector saw a decade-high investment of $34 billion in 2025, with over $50 billion worth of mining, petroleum, and associated infrastructure projects under construction or final investment decisions.

The resources sector's importance to WA is underscored by its role in the state's economic resilience and its potential to continue driving growth and job creation in the future.

18. The Council has traditionally taken a less supportive view around Mining in the City of Kalamunda, it remains committed to economic growth, job creation, and investment into the City.

OPTIONS

19. Western Australia's continued economic growth over many years has been made possible by substantial investments in the resources sector. In line with this the Council could note Adam Hort's position.

    It could take a sympathetic or proactive mining and investment approach seeking investment, employment and economic prosperity supporting mining operators in the City of Kalamunda. That the Council would support a strong local economy, assist with financial and local business support sectors, and assist with the development of a localised and skilled workforce, and if the Resources Sector supported this it would welcome their investment into the City.

    It is noted that this may not be consistent with known community sentiments and be a significant deviation from previous Council's position.

20. It is noted that decision making responsibility regarding exploration and mining activities, licenses and tenure is ultimately the responsibility of the State Government, and Minister of Mines and Petroleum under the *Mining Act 1978* and associated regulations. Re-negotiation of the State Agreement with Alcoa, and extinguishing ALL rights in these areas, would be at the State Government's discretion and cost.

LEGISLATIVE CONSIDERATIONS

21. *Environmental Protection Act 1986*

    Rights in Water and Irrigation Act 1914

    Mining Act 1978

    Local Government Act 1995

POLICY CONSIDERATIONS

22. Under the City of Kalamunda Local Planning Scheme No.3 'Industry – Extractive is a 'X' not permitted use across all zones, meaning that it is not possible to support a development proposal on land subject to the Scheme.

STRATEGIC PLANNING ALIGNMENT

Kalamunda Advancing Strategic Community Plan to 2031

Priority 2: Kalamunda Clean and Green

Objective 2.1 - To protect and enhance the environmental values of the City.
Strategy 2.1.4 - Increasing and protecting local biodiversity and conservation, wherever possible, through integrating ecosystem and biodiversity protection into planning processes including schemes policies and strategies.

COMMUNITY AND STAKEHOLDER ENGAGEMENT

Internal Engagement	
Process	**Outcome**
Executive level engagement	Supportive of paper being presented to Council for consideration.

External Engagement	
Process	**Outcome**
None undertaken	N/A

FINANCIAL CONSIDERATIONS

23. Minor expenditure of Officer time has occurred preparing this report. The Administration expects that all costs for any 'next steps' would be the responsibility of Adam Hort MLA.

24. With respect to Item 5 of the Officers recommendation minor staff time would be required to implement this information into the City's Advocacy Strategy, and Local Planning Strategy.

SUSTAINABILITY

25. Social –

The proposed support for Mining Avoidance Zones (MAZs) and the excision of identified areas from Mineral Lease 1SA would contribute positively to social sustainability by protecting places that are highly valued by the community for their environmental, recreational, landscape and cultural significance.

Permanent protection of these areas would provide greater certainty for residents regarding future land use, help maintain the unique character and amenity of the Perth Hills in Kalamunda, and reduce potential land use conflicts between mining activities and existing residential, rural-residential, tourism and recreation uses.

The initiative would also support the long-term protection of public drinking water source areas that are important to community health, wellbeing, and quality of life.

While mining has financial benefit, there is broader community benefit to be achieved with preservation of forest areas from mining activity.

26. Economic –

While there may be reduced future opportunities for mineral extraction and associated economic activity within the affected areas, it would support the long-

term protection of natural assets that contribute to the local economy through tourism, recreation, and environmental services.

The establishment of Mining Avoidance Zones would provide greater certainty for landowners, residents and investors regarding future land use outcomes and may help avoid costs associated with environmental rehabilitation, infrastructure impacts, and the management of land use conflicts.

The protection of water catchments, biodiversity and landscape values also preserves ecosystem services that provide ongoing economic benefits to the community.

27. Environmental -

There are significant environmental benefits through the permanent protection of environmentally sensitive areas, including native vegetation, wildlife habitat, ecological linkages, and public drinking water source areas.

Establishing Mining Avoidance Zones would reduce the risk of vegetation clearing, habitat fragmentation and impacts on biodiversity associated with mining activities.

It would also assist in protecting catchment and groundwater resources, maintaining ecosystem functions, supporting climate resilience through the retention of native vegetation, and advancing broader conservation objectives for the Perth Hills and Darling Range.

RISK MANAGEMENT

Consequence	Event	Rating	Action
Financial	N/A		
Health & Safety	N/A		
Reputation	Council declines to provide letter of support to Adam Hort MLA on tighter environmental controls for Alcoa	Low	Adopt the Officer Recommendation.
Operation	Any advocacy position adopted by Council may require ongoing engagement with State Government agencies, industry stakeholders, and community groups,	Low	The proposal is not expected to directly affect the City's day to day service delivery or operational responsibilities.

	resulting in increased staff workload and resource commitments.		
Environment	No mining avoidance zone	Low	Establishing Mining Avoidance Zones would assist in protecting biodiversity, native vegetation, ecological linkages, landscape values, groundwater resources, and public drinking water catchments
Compliance	N/A		
Project	N/A		

REGIONAL SIGNIFICANCE

28. On the 13 October 2026, the Shire of Mundaring unanimously supported a similar resolution being considered in this report.

29. Alcoa operates under a Mineral Lease extending from Mundaring to Collie along the Darling Range and is supported / controlled by WA legislation and though an Agreement with the State of Western Australia.

CONCLUSION

30. Mining Avoidance Zones provide an important level of protection; long term certainty can only be achieved through permanent excisions from ML1SA and the application of enduring statutory protection.

31. The Mundaring Weir Catchment and Northern Jarrah Forrest poses environmental, water supply recreation and community values of regional significance and warrant high level protection outcomes, comparable to those provided to Dwellingup area through the establishment of Mining Avoidance Zones and permanent tenure protection.

32. The request from Adam Hort MLA is a reasonable request that should be supported to investigate greater protections to these important areas to limit extraction and exploration of minerals in these environments.

10.6.6. Application for Leave - Chief Executive Officer - March 2027

Declaration of financial / conflict of interests to be recorded prior to dealing with each item.

Previous Items	N/A
Directorate	Office of the Chief Executive Officer
Business Unit	Governance
File Reference	N/A
Applicant	N/A
Owner	N/A
Voting Requirements	**Simple Majority**
Attachments	Nil

TYPE OF REPORT

Executive

When Council is undertaking its substantive role of direction setting and oversight (e.g. accepting tenders, adopting plans, policies and budgets)

EXECUTIVE SUMMARY

1. To seek approval of Council for leave arrangements for the Chief Executive Officer (CEO).
2. Council is responsible for the approval of annual leave for the CEO.
3. It is recommended leave be approved for the CEO for the period of 6 March to 29 March 2027 (inclusive).

OFFICER RECOMMENDATION

That Council:

1. APPROVE the Chief Executive Officer to have annual leave for the period 6 March to 29 March 2027 (inclusive).
2. AUTHORISE the Chief Executive Officer to appoint an Acting Chief Executive Officer for this time.

BACKGROUND

4. Nil

COMMENT

6. The CEO, Anthony Vuleta, wishes to be absent from the position on annual leave from 6 March to 29 March 2027 (inclusive).

7. Sufficient leave will be available to enable the CEO to take annual leave at this time.

8. For leave between 21 days and 12 months, Governance Policy 18 provides that Council will appoint an Acting CEO.

9. This requested period is for 24 days and includes three two day weekends and Easter. It is considered reasonable that the CEO be authorised to appoint an appropriate Acting CEO and inform Council accordingly.

OPTIONS

10. Option 1 – Approve the recommendation

    Council can approve the recommendation as is.

11. Option 2 – Approve with amendment

    Council may approve the leave for the CEO but may choose to appoint an Acting CEO rather than providing the authorisation to the CEO.

12. Option 3 – Not approve the recommendation

    Council may resolve to not approve the leave for the CEO.

LEGISLATIVE CONSIDERATIONS

13. *Local Government Act 1995*

    Section 5.36 – Local government employees

POLICY CONSIDERATIONS

14. Governance 18 – Appointment of Acting Chief Executive Officer Policy

STRATEGIC PLANNING ALIGNMENT

Kalamunda Advancing Strategic Community Plan to 2031

Priority 4: Kalamunda Leads
Objective 4.1 - To provide leadership through transparent governance.
Strategy 4.1.2 - Build an effective and efficient service based organisation.

COMMUNITY AND STAKEHOLDER ENGAGEMENT

Internal Engagement	
Process	**Outcome**
Nil	

External Engagement	
Process	**Outcome**
Nil	

FINANCIAL CONSIDERATIONS

15. There are no financial implications arising from this recommendation as annual leave is paid from the annual leave provision account.

SUSTAINABILITY

16. Social

    N/A

17. Economic

    N/A

18. Environmental

    N/A

RISK MANAGEMENT

Consequence	Event	Rating	Action
Financial	Annual leave liabilities accrue and become a significant financial risk which will be identified by auditors.	Low	Ensure leave liabilities are managed and all staff utilise their leave entitlements regularly.
Health & Safety	It could be detrimental to the health and wellbeing of an employee if leave is not taken.	Medium	Ensure the CEO's leave entitlements are supported.
Reputation	N/A		
Operation	N/A		
Environment	N/A		
Compliance	N/A		
Project	N/A		

REGIONAL SIGNIFICANCE

19. Nil

CONCLUSION

20. The leave requested is an entitlement of the CEO's contract of employment.

10.6.7. Corporate Business Plan - Quarterly Update - July to September 2026

Declaration of financial / conflict of interests to be recorded prior to dealing with each item.

Previous Items	Nil
Directorate	Corporate
Business Unit	Director Corporate Services
File Reference	3.009509
Applicant	City of Kalamunda
Owner	City of Kalamunda
Voting Requirements	**Simple Majority**
Attachments	1. Quarterly Progress Report July – September 2026 [10.6.7.1 – 80 pages]

TYPE OF REPORT

Information
For Council to note

EXECUTIVE SUMMARY

1. The purpose of this report is to provide Council with the progress on the City of Kalamunda's achievement against "Kalamunda Achieving: Corporate Business Plan 2024-2028" for the period July to September 2026.

2. On average, actions from the Corporate Business Plan are 28.2% complete at the end of the first quarter, 30 September 2026.

3. It is recommended that Council notes the quarterly report for the Corporate Business Plan for the period July to September 2026.

OFFICER RECOMMENDATION

That Council NOTE the quarterly report for the Kalamunda Achieving: Corporate Business Plan 2024-2028 for the period July to September 2026.

BACKGROUND

4. Kalamunda Achieving: Corporate Business Plan 2024-2028 (CBP) was endorsed by Council at the Ordinary Council Meeting on 27 May 2025. A new Council Plan is currently under development.

5. The CBP outlines the major projects, including capital works and operational recurrent services for the City. It then links those projects and services to the Asset Plans, Long Term Financial Plan and Workforce Plan.

6. The Chief Executive Officer's KPIs for 2025-2026 have also been added to the document, to provide Council with information on progress towards achieving these goals.

7. The CBP is a component of the City of Kalamunda's integrated planning and reporting framework.

COMMENT

8. The CBP is comprised of 4 Strategic Priority areas, being:
    1. Kalamunda Cares and Interacts
    2. Kalamunda Clean and Green
    3. Kalamunda Develops
    4. Kalamunda Leads

9. There are 134 individual actions set out within the CBP. Progress reporting is provided as Attachment 1 to this report.

10. The report reflects the management progress report against the work schedule for each of the individual actions, as at 30 September 2026.

11. The CBP actions are on average 28.2% complete. The average target at the end of the first quarter is 24.8%, indicating that progress, on average, is ahead of schedule. The average target is less than 25% because some actions are not due to start until later in the year.

OPTIONS

12. As Council are asked to note the report, no options are applicable for this recommendation.

LEGISLATIVE CONSIDERATIONS

13. *Local Government Act 1995*
    Section 5.56 - All local governments are required, by legislation, to develop a Corporate Business Plan to fulfil the statutory obligations of which is effectively the City's 'plan for the future'.

14. *Local Government (Administration) Regulations 1996* provides detail as to the content of the Corporate Business Plan.

POLICY CONSIDERATIONS

15. Nil.

STRATEGIC PLANNING ALIGNMENT

Kalamunda Advancing Strategic Community Plan to 2031

Priority 4: Kalamunda Leads
Objective 4.1 - To provide leadership through transparent governance.
Strategy 4.1.1 - Provide good governance.

COMMUNITY AND STAKEHOLDER ENGAGEMENT

Internal Engagement	
Process	**Outcome**
	This report reflects input from Directors and Managers throughout the City.

External Engagement	
Process	**Outcome**
Various external stakeholders and community members have been involved in the achievement of the CBP.	

FINANCIAL CONSIDERATIONS

16. This plan is delivered within the City's approved Annual Budget and Long-Term Financial Plan.

SUSTAINABILITY

17. Social
N/A

18. Economic
N/A

19. Environmental
N/A

RISK MANAGEMENT

20.

Consequence	Event	Rating	Action
Financial	N/A		
Health & Safety	N/A		
Reputation	The City lacks transparency in its achievement of the statutory requirements of the Corporate Business Plan leading to reputational impacts	Low	Quarterly reports are provided to Council of progress against the CBP and are publicly available
Operation	N/A		
Environment	N/A		
Compliance	N/A		
Project	N/A		

REGIONAL SIGNIFICANCE

21. N/A

CONCLUSION

22. The City is working to carry out the actions listed in the Corporate Business Plan. On average, actions from the Corporate Business Plan are 28.2% complete at the end of the first quarter of 2026/2027.

11. Motions of Which Previous Notice has been Given

11.1. Hills BMX Track – Permanent CCTV, Maintenance Funding and Drainage Investigation

Voting Requirements: Simple Majority

That Council:

1. APPROVES a payment of $11,985 (excluding GST) from the 2026/2027 Voted Works Budget for the installation of permanent CCTV at the Hills BMX Track, Ray Owen Reserve, Lesmurdie (96 Gladys Road, Lesmurdie) to monitor and deter the ongoing vandalism of the track surface by motorised and electric vehicles;

2. REQUESTS the Chief Executive Officer review the annual financial contribution to the Hills BMX Club under the current Service Level Agreement and report back to Council by March 2027 on options to increase that contribution to a level that reflects the actual cost of maintaining the compacted diorite racing surface, having regard to:
    a. the volume and frequency of damage caused by unauthorised vehicular access;
    b. the club's reliance on volunteer labour for all track maintenance; and
    c. the inadequacy of CPI-linked adjustments to meet current maintenance costs as reported by the club;

3. REQUESTS the Chief Executive Officer investigate and report back to Council by March 2027 on the extent and cause of drainage deterioration at the Hills BMX Track, including whether the recent upgrade works to the neighbouring Ray Owen oval have altered site hydrology and contributed to erosion of the track surface; and

4. NOTES that the installation of permanent CCTV does not preclude Council from considering further capital investment in perimeter fencing should the CCTV and signage measures prove insufficient to prevent ongoing damage and anti-social behaviour at the facility.

Moved Cr Josh Clark

Seconded

Rationale:

At its Ordinary Council Meeting on 26 May 2026, Council resolved to allocate $10,000 from the Voted Works Reserve for the scoping, planning and detailed design of a perimeter security fence with controlled access points at the Hills BMX Track. The resolution directed the Chief Executive Officer to present the outcomes at a Council Strategy Session to enable Council consideration of construction funding as part of the 2027/28 capital works program.

At the Strategy Session held on 6 October 2026, officers presented three options ranging from perimeter fencing with permanent CCTV ($247,335) to permanent CCTV and signage only ($17,035). Following discussion, the majority of elected members indicated support for proceeding with permanent CCTV installation in the first instance, with the perimeter fence to be reconsidered should the problems persist. This Notice of Motion gives effect to that position.

The Hills BMX Club maintains the track under a Service Level Agreement with the City. The club's volunteer workforce provides all track maintenance labour, and the City contributes approximately $10,000 per annum for materials. The club has formally advised officers that the CPI-linked annual adjustment does not reflect the actual cost of maintaining the compacted diorite racing surface, particularly given the volume of damage caused by unauthorised motorised and electric vehicles. The volunteer Track Team has resigned, and the club President has confirmed she was unable to submit a hosting bid for a 2027 WA State Series event due to the condition of the track. A review of the City's financial contribution is warranted to ensure the arrangement remains viable and equitable.

The club has also reported that drainage conditions at the track have worsened since recent upgrade works to the neighbouring Ray Owen oval, with erosion under the asphalted pro straight progressing with each rain event despite below-average rainfall during the 2026 winter season. This matter was raised with officers at the October Strategy Session. A formal investigation into the extent and cause of the drainage deterioration will enable the City to determine whether remediation works are required, separate from and additional to the security measures addressed by this motion.

The fourth limb of this motion formally notes that the CCTV installation does not close the door on perimeter fencing. If damage and anti-social behaviour continue despite permanent surveillance, the evidence gathered by the CCTV system will itself inform the case for further capital investment.

Officer Comment:

Service Level Agreement
The Ray Owen BMX track provides recreation opportunities for both the Hills BMX Club and the general community. The City has a long-standing partnership with the Club to

maintain the track to a safe and acceptable standard for both club and community usage due to their speciality skills and knowledge on track maintenance. The current Service Level Agreement with the Hills BMX Club, is in the process of being renewed for the next three years from 2026 to 2029. The agreement provides for an annual contribution of $10,000 plus CPI, which is valued at $10,790 (ex GST) in 2026.

The acquittal document for the 25/26 financial year track maintenance agreement from the club showed expenses of $12,696.00 and a volunteer labour cost of $8,275.00 (331hours@ $25/hr).

The terms of this agreement allow for the proposed review to be undertaken by March 2027, and should the review identify the need to vary the agreement, it can be varied via written agreement between the parties as per the terms of the Agreement. The historical intent of the payment to the club is a contribution toward, rather than full cost recovery of the track surface maintenance.

CCTV
In response to the track vandalism the City installed temporary CCTV at the site, which has resulted in an effective deterrent for vandalism, with no damage reported since January 2026.

A resolution to install permanent CCTV using the Voted Works Budget will enable the City to implement the permanent CCTV quickly and effectively without having to wait for future formal budget reviews or annual budget cycles. Officers anticipate this will continue to be an effective deterrent for antisocial behaviour, particularly given the CCTV will provide wider coverage of the track.

When committing to this project the whole of life costings for the CCTV asset should be considered. This will include servicing, maintenance, monitoring and replacement at end of life. This will need to be reflected in maintenance budgets and the capital works long term financial plan.

Drainage
The reported drainage issues are currently under investigation with solutions in design phase. A budget for remedial works has already been included in the draft 2027/28 budget prepared for future Council consideration.

12. Questions by Members Without Notice

13. Questions by Members of Which Due Notice has been Given

13.1.1 Cr Josh Clark (Public Agenda Briefing Forum, 10 November 2026)

Regarding item 10.2.2 Kalamunda Local Bike Plan 2026

Q1. On the 2017 Bike Plan do we have any data on how much the scheduled work was delivered and the cost?

A1. The Bicycle Plan 2017 identified 99 projects with an estimated total implementation cost of $47.4 million, of which 69 were classified as high- to medium-priority projects for delivery over the subsequent 10-year period. The estimated cost of delivering these high- to medium-priority projects was $27.8 million. It was anticipated that approximately $8.6 million could be secured through State and Federal funding programs, with the remaining $19.2 million requiring funding from the City.

Two funding scenarios were presented to Council, proposing annual municipal funding allocations of either $500,000 or $1 million. The report acknowledged that neither scenario would provide sufficient funding to deliver all identified high- and medium-priority projects over the 10-year planning horizon.

Of the 69 projects identified, 13 have since been completed, including the Roe Highway Principal Shared Path Extension, Welshpool Road East Shared Path, Puddy Lane Shared Path, Hale Road Shared Path Extension, Hale Road Shared Path Upgrade, Public Access Way Upgrades, the Butcher Road and Palmer Crescent connection, Everitt Place Shared Path, Berkshire Road Shared Path Upgrade, Dundas Road Shared Path, and cycling safety improvement projects on Lesmurdie Road, Canning Road and Mundaring Weir Road.

Collectively, these projects represented approximately $5.8 million of the estimated cost of the high- and medium-priority project program, equating to around 21% of the total identified works.

14. Urgent Business Approved by the Presiding Member or by Decision

15. Meeting Closed to the Public

16. Tabled Documents

16.1 Ray Owen Sports Centre Management Committee (ROSCMC) - Minutes - 13 August 2026

16.2 Public Agenda Briefing Forum (PABF) - Notes – 10 November 2026
16.3 Disability and Carers Advisory Group (DACAG) - Meeting Notes - 9 November 2026

17. Closure