

**CITY OF
MANDURAH**

NOTICE OF MEETING

ORDINARY COUNCIL

Members of Council are advised that a meeting will be held in the Council Chambers, 83 Mandurah Terrace, Mandurah and the meeting will be live streamed on:

Tuesday 25 August 2026 at 5:30 pm

CASEY MIHOVLOVICH

Chief Executive Officer

20 August 2026

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1 OPENING OF MEETING AND ANNOUNCEMENT OF VISITORS

Members of the public are advised that the Council Meeting is being live streamed and recorded in accordance with the City's Council Meetings – Live Streaming, Recording and Electronic Attendance Policy. Members of the public are not subject to video live streaming and only their voice will be captured. For further information on the live streaming of Council Meetings please click here [Live Streaming of Council Meetings](#)

Attendance at this meeting may involve the collection of personal information, including an individual's image, voice, and any statements made. Recordings are made for the purpose of fulfilling legislative requirements, maintaining accurate records, and enabling transparency in decision making. Recordings may be published or made available to the public in accordance with applicable legislation. Personal information is managed in accordance with applicable privacy legislation and the City of Mandurah's Privacy Policy.

By being present at this meeting, members of the public consent to the City livestreaming and recording and subsequently publishing their voice on the City's website.

2 ACKNOWLEDGEMENT OF COUNTRY

George Walley kindly prepared this statement.

People have been here for a long time. I want to acknowledge the presence of people over that long time with firstly the Bindjareb Noongar people who continue to have an ongoing connection to this land. They have been here for over 50,000 years. This place Mandjoogoordap or Mandurah, acknowledges a beautiful name, full of intent of people living here and others visiting here. That intent gives us an idea of their ancestral land usage over that long period. Mandurah, the gathering place is unique because even today we still gather here in the most beautiful place for many important reasons. Let us embrace the notion of people being in this space as we move forward as one community.

3 APOLOGIES

Leave of Absence

Apologies

4 DISCLAIMER

Members of the public are advised that any decisions made at the meeting tonight, can be revoked, pursuant to the *Local Government Act 1995*. Therefore, members of the public should not rely on any decisions until formal notification in writing by Council has been received.

5 ANSWERS TO QUESTIONS TAKEN ON NOTICE

Nil

6 AMENDMENT TO STANDING ORDERS

Modification to *Standing Orders Local Law 2016* – electronic attendance at meeting.

7 PUBLIC QUESTION TIME

Public Question time provides an opportunity for members of the public to ask a question of Council. For more information regarding Public Question Time, please visit the City's website [About Council Meetings](#) or telephone 9550 3787.

8 PUBLIC STATEMENT TIME

Any person or group wishing to make a Public Statement to Council regarding a matter concerning local government must complete an application form. For more information regarding Public Statement Time, please visit the City's website [About Council Meetings](#) or telephone 9550 3787.

9 LEAVE OF ABSENCE REQUESTS

10 PETITIONS

11 PRESENTATIONS

Nil

12 DEPUTATIONS

Any person or group wishing to make a Deputation to Council regarding a matter listed on this agenda for consideration must complete an application form. For more information regarding making a deputation, please visit the City's website [About Council Meetings](#) or telephone 9550 3787.

13 CONFIRMATION OF MINUTES

13.1 Special Council Meeting held on 21 July 2026

RECOMMENDATION

That the Minutes of the Special Council Meeting held on 21 July 2026 be confirmed.

Minutes are available on the City's website [Agendas and Minutes](#)

13.2 Ordinary Council Meeting held on 28 July 2026

RECOMMENDATION

That the Minutes of the Ordinary Council Meeting held on 28 July 2026 be confirmed.

Minutes are available on the City's website [Agendas and Minutes](#)

14 ANNOUNCEMENTS BY THE PRESIDING MEMBER (WITHOUT DISCUSSION)

15 DECLARATIONS OF FINANCIAL, PROXIMITY AND IMPARTIALITY INTERESTS

16 QUESTIONS FROM ELECTED MEMBERS

16.1 Questions of Which Due Notice Has Been Given

16.2 Questions of Which Notice Has Not Been Given

17 BUSINESS LEFT OVER FROM PREVIOUS MEETING

Nil

18 RECOMMENDATIONS OF COMMITTEES

Adoption of Recommendations of the Audit, Risk and Improvement Committee held on 3 August 2026

Minute	Item	Additional Information
ARIC26/15 Committee Resolution	Compliance Audit Return (CAR) 2025	

Adoption of Recommendations of the Planning and Community Consultation Committee held on 18 August 2026

Minute	Item	Additional Information
PCC26/2 Committee Resolution	Mandurah Strategic Centre Precinct Structure Plan – Amendment No.1 (Seashells Site) – Local Government Report to Western Australian Planning Commission	
PCC26/3 Committee Resolution	Proposed Amendment No. 5 to Local Planning Scheme 12	
PCC26/4 Committee Resolution	Amendments No 8 and 9 to Local Planning Scheme 12 – Short Term Rental Accommodation and Tourist Development on Golf Course Sites	

Subject: 18.1 Compliance Audit Return (CAR) 2025

Summary

The Local Government Inspector has circulated to all Western Australian local governments the annual 2025 Compliance Audit Return (CAR) for completion.

The return is a requirement of the *Local Government Act 1995* and its Regulations and is prepared for the Local Government Inspector in an approved form. This return covers the period 1 January 2025 to 31 December 2025.

There is a statutory requirement to have the compliance audit return reviewed by the Audit, Risk and Improvement Committee and then adopted by Council. Once adopted, it will be signed by the Mayor and Chief Executive Officer before being submitted to the Local Government Inspector via a secure portal no later than 30 September 2026. This deadline was extended for the 2025 return by the Local Government Inspector who issued an updated list of questions on 16 June 2026.

The Compliance Audit Return for 2025 has been completed and resulted in the City achieving 98% (103/105) compliance.

Disclosure of Interest

N/A

Previous Relevant Documentation

G.3/3/25	25 March 2025	Compliance Audit Return 2024
G.5/3/24	26 March 2024	Compliance Audit Return 2023
G.4/3/23	28 March 2023	Compliance Audit Return 2022
G.8/3/22	22 March 2022	Compliance Audit Return 2021
G.6/3/21	23 March 2021	Compliance Audit Return 2020

Background

Regulation 14 of the *Local Government (Audit) Regulations 1996* requires a local government to carry out a compliance audit for the period 1 January to 31 December each year. The compliance audit forms part of the Local Government Inspector's monitoring program, which includes all statutory requirements as outlined in the audit regulations. This is a key change to how the CAR was previously issued, as it is now a responsibility of the Local Government Inspector's monitoring role.

This year there are 105 questions (previously 95), whereof 27 are new or re-worded. New questions relate to new or increased focus on financial management and reporting in particular, but also include local laws, written delegations, employee termination payments, publication of records on the City's website, making information available for inspection by the public, code of conduct, gifts, council member training and local elections.

The CAR is a method of bringing to Council's attention cases of non-compliance, or where full compliance has not been achieved. It is noted that Council is required to endorse any remedial action taken or proposed to be taken in regard to instances of non-compliance. In some instances, non-compliance can result in further enquiries by the Local Government Inspector.

Comment

When preparing the return, responses are validated through a series of testing mechanisms to assure that the responses are correct and sufficient for review. This year, relevant managers were requested to provide responses to their respective questions and these responses were reviewed by the Risk and Compliance Officer, with oversight by the Director Business Services.

Three areas did not achieve full compliance for 2025:

Statutory	Question	Finding	Action & Follow Up
LGA s.5.75	Was a primary return in the prescribed form lodged by all relevant persons within three months of their start day?	One primary return was submitted 13 days late. The non-compliance was a result of an administration error. The breach was reported to the Local Government Inspector on 21 January 2026. Additionally, was reported to the ARIC in March 2026. The Local Government Inspector formed the view that there was prima facie evidence of a breach of section 5.75(1) of the <i>Local Government Act 1995</i> due to a failure to lodge a Primary Return within the required timeframe. However, taking into account the individual's lack of previous similar breaches and the public interest considerations, the Inspector determined that no further action would be taken. The individual was reminded that failure to lodge a Primary Return is an offence under the Act and advised that any future similar breaches may result in enforcement action. The matter was subsequently closed with no further action.	In response to the finding, the City has strengthened its processes and controls relating to Primary and Annual Returns. Key improvements/additional controls include: 1. quarterly reminders to People Leaders regarding their responsibilities for officers holding delegated authority; 2. additional training and annual competency sign-off requirements for Governance Services officers, 3. enhanced monthly compliance reviews that cross-check payroll records against the Primary and Annual Returns Register. 4. independent quarterly testing of these controls will also be undertaken by the City's Risk and Compliance Officer. In addition, the City is investigating system enhancements to automatically notify Governance Services of changes to positions with delegated authority, providing greater oversight and reducing the risk of future non-compliance.
LG (Functions and General) Regs 1996 Reg 11A	Did the local government comply with its current purchasing policy, adopted under the <i>Local Government (Functions and General)</i>	During the reporting period, independent improvement reviews were undertaken on low value procurement activity to identify areas of improvement and any breaches of the Council	Ongoing reviews of controls and system improvements are continuing, including focused internal improvement reviews aimed at reducing risk of non-compliance.

	<i>Regulations 1996, regulations 11A (1) and (3) in relation to the supply of goods or services where the consideration under the contract was, or was expected to be, \$250,000 or less or worth \$250,000 or less?</i>	Procurement Policy (Policy). As part of these reviews, there were instances of minor non-compliance with the Policy.	20 face-to-face training sessions were delivered that relate to procurement activities in 2025, and all staff undertaking purchasing were required to complete mandatory online procurement training. On 1 October 2025, the City finalised implementation of phase one of its integrated e-Sourcing module, which includes policy controls to ensure adequate numbers of quotations are sought and received before suppliers are engaged.
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These two areas of non-compliance are the same as last year's return. There needs to be continued efforts on system improvements and education in these areas.

The completed 2025 Compliance Audit Return is required to be considered by the Audit, Risk and Improvement Committee and adopted by Council before being finalised and submitted to the Local Government Inspector by no later than 30 September 2026.

Consultation

Local Government Inspectorate.

Statutory Environment

Local Government (Audit) Regulations 1996

14. Compliance audits

- (1) A local government must carry out an audit (a compliance audit) of the local government's compliance with the statutory requirements prescribed by regulation 13 for the period beginning on 1 January and ending on 31 December in each year.*
- (2) After a local government has carried out a compliance audit the CEO must –*
 - (b) prepare a compliance audit return in a form approved by the Inspector; and*
 - (b) give a copy of the compliance audit return to the local government's audit, risk and improvement committee.*
- (3) The audit, risk and improvement committee must –*
 - (b) Review the compliance audit return; and*
 - (b) Report to the council the results of that review.*
- (4) When reporting to the council, the audit, risk and improvement committee must make any recommendations that the committee considers appropriate in relation to the compliance audit return.*
- (5) The council must consider the compliance audit return and the results of the audit, risk and improvement committee's review (including any recommendations) at a meeting of the council.*
- (6) The council must –*
 - (b) determine if any matters raised by the audit, risk and improvement committee require action to be taken by the local government; and*
 - (b) either*
 - (i) adopt the compliance audit return; or*
 - (ii) adopt the compliance audit return subject to amendments proposed by the council.*

15. Signed compliance audit return and other information must be given to Inspector
- (1) After a compliance audit return has been adopted by the council under regulation 14(6)(b), the local government must give the following information to the Inspector -
 - (d) a copy of the compliance audit return (or amended compliance audit return, if applicable), signed by the mayor or president and by the CEO;
 - (d) any recommendations made under regulation 14(4) after the audit, risk and improvement committee has reviewed the compliance audit return;
 - (d) a copy of the relevant section of the minutes of the meeting at which the compliance audit return was adopted by the council;
 - (d) any additional information explaining or qualifying the compliance audit.
 - (2) The information must be given to the Inspector no later than 31 March next following the period to which the return relates
 - (3) The Inspector may extend the 31 March deadline.

Policy Implications

Council Procurement Policy POL-CPM 02

Financial Implications

The CAR is completed in-house independently from the business areas that undertake the compliance functions for the City.

Economic Implications

N/A

Environmental Implications

N/A

Risk Implications

The risk associated with Council failing to adopt the 2025 Compliance Audit Return would result in non-compliance with the legislative requirements of the *Local Government (Audit) Regulations 1996*.

Strategic Implications

The following strategies from the City of Mandurah Strategic Community Plan 2024-2044 are relevant to this report:

Leadership

- Sound decisions based on evidence and meaningful engagement
- A committed, innovative, effective, and values driven Council and workforce

Conclusion

The City's 2025 Compliance Audit Return is now to be reviewed by the Audit, Risk and Improvement Committee and presented to Council for adoption. Council endorsement is required before the report can be uploaded to the Local Government Inspector's online portal.

Officer Recommendation

That the Audit, Risk and Improvement Committee recommend that Council:

1. Adopts the 2025 Local Government Compliance Audit Return for the period 1 January 2025 to 31 December 2025 as per Attachment 1.
2. Authorise the Mayor and the Chief Executive Officer to sign, in accordance with Regulation 15 of the *Local Government (Audit) Regulations 1996*, the completed 2025 Compliance Audit Return and submit to the Local Government Inspector by no later than 30 September 2026.

Committee Recommendation

That Council:

1. **Adopts the 2025 Local Government Compliance Audit Return for the period 1 January 2025 to 31 December 2025 as per Attachment 1.**
2. **Authorise the Mayor and the Chief Executive Officer to sign, in accordance with Regulation 15 of the *Local Government (Audit) Regulations 1996*, the completed 2025 Compliance Audit Return and submit to the Local Government Inspector by no later than 30 September 2026.**



**Local Government
Inspector**

2025 Compliance Audit Return

Local Government Authority: The City of Mandurah

Local Government Act 1995

s. 2.29

Has every person elected or appointed to a mayor, president, deputy, or councillor role made the required declaration in the prescribed form before a prescribed person, prior to acting in the office?

Response: Yes

s. 3.16

Has the local government reviewed local laws, which have not been reviewed in the previous 8 years, to ensure compliance with Schedule 9.3, Clause 65?

Response: Yes

Comments: Schedule 9.3 clause 65 of the Local Government Act 1995 (Act) requires applicable local laws to be reviewed by 6 December 2026. As this deadline has not yet passed, the City remains within the statutory transition period.

11 local laws required review. As at December 2025, 3 reviews had been completed. A further 3 reviews were in progress and the remaining reviews are scheduled in accordance with the City's Local Law Review Program. Current progress indicates the City is on track to complete all required reviews before the statutory deadline.

s.3.57

Subject to Local Government (Functions and General) Regulations 1996, regulation 11(2), did the local government invite tenders for all contracts for the supply of goods or services where the consideration under the contract was, or was expected to be, worth more than the consideration stated in regulation 11(1) of the Regulations?

Response: Yes

s. 3.58(3)

Where the local government disposed of property other than by public auction or tender, did it dispose of the property in accordance with section 3.58(3) of the Local Government Act 1995 (unless section 3.58(5) applies)?

Response: Yes

s. 3.58(4)

Where the local government disposed of property under section 3.58(3) of the Local Government Act 1995, did it provide details, as prescribed by section 3.58(4) of the Act, in the required local public notice for each disposal of property?

Response: Yes

s. 3.59(2)(a)

Has the local government prepared a business plan for each major trading undertaking that was not exempt in 2025?

Response: N/A

s. 3.59(2)(b)

Has the local government prepared a business plan for each major land transaction that was not exempt in 2025?

Response: N/A

s. 3.59(2)(c)

Has the local government prepared a business plan before entering into each land transaction that was preparatory to entry into a major land transaction in 2025?

Response: N/A

s. 3.59(4)

Has the local government complied with public notice and publishing requirements for each proposal to commence a major trading undertaking or enter into a major land transaction or a land transaction that is preparatory to a major land transaction for 2024?

Response: N/A

s. 3.59(5)

During 2025, did the council resolve to proceed with each major land transaction or trading undertaking by absolute majority?

Response: N/A

s. 5.16 (1)

Were all delegations to committees resolved by absolute majority?

Response: N/A

s. 5.16 (2)

Were all delegations to committees in writing?

Response: N/A

s. 5.17

Were all delegations to committees within the limits specified in section 5.17 of the Local Government Act 1995?

Response: N/A

s. 5.18

Were all delegations to committees recorded in a register of delegations?

Response: N/A

s. 5.36(4) and s. 5.37(3)

Were all CEO and/or senior employee vacancies advertised in accordance with Local Government (Administration) Regulations 1996, regulation 18A?

Response: N/A

s. 5.37(2)

Did the CEO inform council of each proposal to employ or dismiss senior employee?

Response: N/A

Where council rejected a CEO's recommendation to employ or dismiss a senior employee, did it inform the CEO of the reasons for doing so?

Response: N/A

s. 5.39B

Has the local government adopted and maintained model standards that incorporate the prescribed model standards within required timeframes (including amendments), ensured adoption by absolute majority, published an up-to-date version on its official website, and avoided including any inconsistent additional provisions?

Response: Yes

s. 5.42

Were all delegations to the CEO resolved by an absolute majority?

Response: Yes

Were all delegations to the CEO in writing?

Response: Yes

s. 5.43

Did the powers and duties delegated to the CEO exclude those listed in section 5.43 of the Local Government Act 1995?

Response: Yes

s. 5.44(2)

Were all employees delegated authority by the CEO under Section 5.44(1), issued with a written instrument of delegation?

Response: Yes

s. 5.45(1)(b)

Were all decisions by the Council to amend or revoke a delegation made by absolute majority?

Response: Yes

s. 5.46

Has the CEO kept a register of all delegations made under Division 4 of the Act to the CEO and to employees?

Response: Yes

Were all delegations made under Division 4 of the Act reviewed by the delegator at least once during the 2024/2025 financial year?

Response: Yes

Did all persons exercising a delegated power or duty under the Act keep, on all occasions, a written record in accordance with Local Government (Administration) Regulations 1996, regulation 19?

Response: Yes

Comments: To the best of our knowledge

s. 5.50

If the local government paid a finishing employee an amount in addition to their entitlement, did the local government follow a policy it had adopted and published on its website outlining the circumstances in relation to payments made to terminated employees?

Response: Yes

If the local government made a payment to a finishing employee that is more than the amount set out in the policy, was local public notice given?

Response: N/A

s. 5.51A

Has the CEO prepared and implemented a code of conduct to be observed by employees of the local government?

Response: Yes

Has the CEO published an up-to-date version of the code of conduct for employees on the local government's website?

Response: Yes

s. 5.67

Where a council member disclosed an interest in a matter and did not have participation approval under sections 5.68 or 5.69 of the Local Government Act 1995, did the council member ensure that they did not remain present to participate in discussion or decision making relating to the matter?

Response: Yes

s. 5.68(2)

Were all decisions regarding participation approval in relation to Section 5.68(2), including the extent of participation allowed and, where relevant, the information required by the Local Government (Administration) Regulations 1996 regulation 21A, recorded in the minutes of the relevant council or committee meeting?

Response: N/A

s. 5.69(5)

Were all decisions regarding participation approval in relation to Section 5.69(5), including the extent of participation allowed recorded in the minutes of the relevant council or committee meeting?

Response: N/A

s. 5.70

Where an employee had an interest in any matter in respect of which the employee provided advice or a report directly to council or a committee, did that person disclose the nature and extent of that interest when giving the advice or report?

Response: Yes

s. 5.71B(5) and (7)

Where council applied to the Minister to allow the CEO to provide advice or a report to which a disclosure under section 5.71A(1) of the Local Government Act 1995 relates, did the application include details of the nature of the interest disclosed and any other information required by the Minister for the purposes of the application?

Response: N/A

Was any decision made by the Minister under section 5.71B(6) of the Local Government Act 1995, recorded in the minutes of the council meeting at which the decision was considered?

Response: N/A

s. 5.73

Were disclosures under sections 5.65, 5.70 or 5.71A(3) of the Local Government Act 1995 recorded in the minutes of the meeting at which the disclosures were made?

Response: Yes

s. 5.75

Was a primary return in the prescribed form lodged by all relevant persons within three months of their start day?

Response: No

Comments: One primary return was submitted 13 days late. This non-compliance has been reported to the Local Government Inspector.

In response to the finding, the City has strengthened its processes and controls relating to Primary and Annual Returns. Key improvements/additional controls include:

1. quarterly reminders to People Leaders regarding their responsibilities for officers holding delegated authority;
2. additional training and annual competency sign-off requirements for Governance Services officers,
3. enhanced monthly compliance reviews that cross-check payroll records against the Primary and Annual Returns Register.
4. independent quarterly testing of these controls will also be undertaken by the City's Risk and Compliance Officer.

In addition, the City is investigating system enhancements to automatically notify Governance Services of changes to positions with delegated authority, providing greater oversight and reducing the risk of future non-compliance.

s. 5.76

Was an annual return in the prescribed form lodged by all relevant persons by 31 August 2025?

Response: Yes

s. 5.77

On receipt of a primary or annual return, did the CEO, or the Mayor/President, as the case may be, give written acknowledgment of having received the return?

Response: Yes

s. 5.88

Did the CEO keep a register of financial interests which contained the returns lodged under sections 5.75 and 5.76 of the Local Government Act 1995?

Response: Yes

Did the CEO keep a register of financial interests which contained a record of disclosures made under sections 5.65, 5.70, 5.71 and 5.71A of the Local Government Act 1995, in the form prescribed in the Local Government (Administration) Regulations 1996, regulation 28?

Response: Yes

After a person ceased to be a person required to lodge a return under sections 5.75 and 5.76 of the Local Government Act 1995, did the CEO remove from the register all returns relating to that person?

Response: Yes

Have all returns removed from the register in accordance with section 5.88(3) of the Local Government Act 1995 been kept for a period of at least five years after the person who lodged the return(s) ceased to be a person required to lodge a return?

Response: Yes

s. 5.89A

Did the CEO keep a register of gifts which contained a record of disclosures made under sections 5.87A and 5.87B of the Local Government Act 1995, in the form prescribed in the Local Government (Administration) Regulations 1996, regulation 28A?

Response: Yes

Did the CEO publish an up-to-date version of the gift register on the local government's website?

Response: Yes

s. 5.90A

Did the local government prepare, adopt by absolute majority and publish an up-to-date version on the local government's website, a policy dealing with the attendance of council members and the CEO at events?

Response: Yes

s. 5.94

Does the local government have information available for members of the public to inspect, free of charge as prescribed under section 5.94 and Admin Reg 29, except where restricted under this section?

Response: Yes

s. 5.96

Where a person is entitled to inspect information under this Division, can the local government confirm that copies are available and that the price at which it sells copies does not exceed the cost of providing them, (unless prescribed otherwise)?

Response: Yes

s. 5.96A

Did the CEO publish information on the local government's website in accordance with sections 5.96A(1), (2), (3), and (4) of the Local Government Act 1995?

Response: Yes

s. 5.104

Did the local government prepare and adopt, by absolute majority, a code of conduct to be observed by council members, committee members and candidates that incorporates the model code of conduct?

Response: Yes

Did the local government adopt additional requirements in addition to the model code of conduct?

Response: N/A

Has the CEO published an up-to-date version of the code of conduct for council members, committee members and candidates on the local government's website?

Response: Yes

s. 5.128

Did the local government prepare and adopt (by absolute majority) a policy in relation to the continuing professional development of council members?

Response: Yes

s. 7.12A(3), (4) and (5)

Where the local government determined that matters raised in the auditor's report prepared under section 7.9(1) of the Local Government Act 1995 required action to be taken, did the local government ensure that appropriate action was undertaken in respect of those matters?

Response: N/A

Where matters identified as significant were reported in the auditor's report, did the local government prepare a report that stated what action the local government had taken or intended to take with respect to each of those matters?

Response: N/A

Within 14 days after the local government gave a report to the Minister under section 7.12A(4)(b) of the Local Government Act 1995, did the CEO publish a copy of the report on the local government's official website?

Response: N/A

Local Government (Administration) Regulations 1996

r. 18F

Were the remuneration and other benefits paid to a CEO on appointment the same remuneration and benefits advertised for the position under section 5.36(4) of the Local Government Act 1995?

Response: N/A

r. 19AB

Does the code of conduct contain the requirement that a local government employee (not including the CEO) must not accept a prohibited gift from an associated person?

Response: Yes

r. 19AC

Does the local government's code of conduct include requirements for the recording, storing, disclosure, and use of information relating to gifts accepted by local government employees (excluding the CEO) from associated persons, in accordance with regulatory requirements?

Response: Yes

r. 19AE

Does the local government's code of conduct include requirements addressing employee behaviour in the performance of duties, interactions with others, use and disclosure of information, use of local government resources and finances, the keeping of records, and the reporting and management of suspected breaches and misconduct, in accordance with regulatory requirements?

Response: Yes

r. 19B

Did the local government include in its annual report all information required under section 5.53(2)(g) and (i) and regulation 3A(2), including number of employee's in salary bands over \$130,000, remuneration and allowances paid, ordered payments, CEO remuneration, council member meeting attendance, available demographic information about council members, and details of any modifications to the strategic community plan or significant modifications to the corporate business plan?

Response: Yes

r. 19C

Has the local government adopted by absolute majority a strategic community plan?

Response: Yes

Adoption date or the date of the most recent review: 25/06/2024

r. 19DA

Has the local government reviewed its corporate business plan in accordance with Admin Regulation 19DA(4)?

Response: Yes

Date of review: 24/06/2025

Does the corporate business plan comply with the requirements of Local Government (Administration) Regulations 1996 19DA(2) & (3)?

Response: Yes

r. 22

No response required. This is covered by s5.75.

r. 23

No response required. This is covered by s5.76.

r. 28

No response required. This is covered by s5.88(1).

r. 28A

No response required. This is covered by s5.89A(1).

r. 29

No response required. This is covered by s5.94.

r. 29C

Does the local government publish all prescribed information on its official website— including up-to-date policies, required details of council member and employee returns, council member fees and allowances, and relevant public notices—within the specified timeframes and in accordance with legislative requirements?

Response: Yes

r. 35

Has every local government council member completed and passed the Council Member Essentials course, consisting of the five required modules and delivered by an approved provider, within 12 months of being elected?

Response: Yes

r. 36

Does the local government appropriately identify and document council members who are exempt from the training requirements under section 5.126(1), including verifying that the member:

- has completed an approved course within the specified 5-year period prior to election, or
- completed the LGASS00002 Elected Member Skill Set before 1 July 2019 within the relevant timeframe, or
- qualifies for the transitional exemption applicable to council members in office at the commencement of the 2019 regulatory amendments?

Response: Yes

Local Government (Audit) Regulations 1996

r. 10

Was the auditor's report for the financial year ending 30 June 2025 received by the local government within 30 days of completion of the audit?

Response: Yes

r. 17

Did the CEO review the appropriateness and effectiveness of the local government's systems and procedures in relation to risk management, internal control and legislative compliance in accordance with Local Government (Audit) Regulations 1996 regulation 17 within the three financial years prior to 31 December 2025?

Response: Yes

Comments: 18 April 2023

Date of council's resolution to accept the report: 01/01/2025

Local Government (Constitution) Regulations 1998

r. 11FA

Did the CEO provide the Minister a report as to the result of the election within 14 days of the declaration and in the form of Form 20 of the Local Government (Elections) Regulations 1997, modified as necessary?

Response: Yes

r. 13

Were all required oaths, affirmations and declarations under section 2.42 (in relation to Commissioners) made in the correct form (Form 8), before the appropriate authorised person?

Response: N/A

Local Government (Elections) Regulations 1997

r. 30G

Did the CEO establish and maintain an electoral gift register and ensure that all disclosure of gifts forms completed by candidates and donors and received by the CEO were placed on the electoral gift register at the time of receipt by the CEO and in a manner that clearly identifies and distinguishes the forms relating to each candidate in accordance with regulations 30G(1) and 30G(2) of the Local Government (Elections) Regulations 1997?

Response: Yes

Did the CEO remove any disclosure of gifts forms relating to an unsuccessful candidate, or a successful candidate that completed their term of office, from the electoral gift register, and retain those forms separately for a period of at least two years in accordance with regulation 30G(4) of the Local Government (Elections) Regulations 1997?

Response: Yes

Did the CEO publish an up-to-date version of the electoral gift register on the local government's official website in accordance with regulation 30G(5) of the Local Government (Elections) Regulations 1997?

Response: Yes

Local Government (Financial Management) Regulations 1996

r. 5

Has the CEO ensured efficient systems and procedures are established under provisions set out in Financial Management Regulations 5(1)(a) to (g)?

Response: Yes

r. 6

Has the local government ensured that any employee delegated responsibility for day-to-day accounting or financial management operations is not also delegated the responsibility for conducting internal audits, reviewing their own duties, or for managing, directing or supervising someone who carries out these functions?

Response: Yes

r. 7

Did the local government ensure it has regard to the needs of the inhabitants of the district as a whole and not keep separate ward accounts or determine expenditure on the basis of revenue from a ward?

Response: Yes

r. 8

Does the local government maintain separate accounts with a bank or other financial institution for money to be held in the municipal fund, trust fund and for reserve account purposes?

Response: Yes

r. 9

Did the local government keep separate financial records for each trading undertaking and each major land transaction?

Response: N/A

r. 11

Has the local government developed procedures for the authorisation of, and the payment of, accounts in accordance with Local Government (Financial Management) Regulations 11(1), (2) and (3)?

Response: Yes

r. 12

Were payments made from the municipal fund or trust fund made by the CEO under a delegated authority or authorised, in accordance with regulation 13(2), in advance by a council resolution?

Response: Yes

r. 13

Can the local government confirm that, where the CEO has been delegated authority to make payments from the municipal or trust fund, the CEO prepared accurate monthly lists that are presented at the next ordinary council meeting and recorded in the minutes?

- includes the payee's name, payment amount, payment date, and sufficient information to identify each transaction where payments have already been made; or
- includes the payee's name, payment amount, sufficient information to identify each transaction, and the date of the council meeting (to which the list will be presented) for accounts requiring council approval.

Response: Yes

r. 13A

Did the local government prepare a list each month of all payments made using employee-authorised credit, debit or other purchasing cards, and include the payee's name, the amount of the payment, the date of the payment, sufficient information to identify the payment, and present the list at the next ordinary council meeting (and record in the minutes)?

Response: Yes

r. 19

Has the local government established and documented internal control procedures to enable identification of the nature and location of all investments and any related transactions?

Response: Yes

r. 19C

Has the local government ensured that all investments made under section 6.14(1) comply with statutory restrictions set out in Financial Management Reg. 19C?

Response: Yes

Local Government (Functions and General) Regulations 1996

r. 7

No response required. This is covered by s3.59(2).

r. 9

No response required. This is covered by s3.59(2).

r. 10

No response required. This is covered by s3.59(2).

r. 11A

Did the local government comply with its current purchasing policy, adopted under the Local Government (Functions and General) Regulations 1996, regulations 11A(1) and (3) in relation to the supply of goods or services where the consideration under the contract was, or was expected to be, \$250,000 or less or worth \$250,000 or less?

Response: No

Comments: Ongoing reviews of controls and system improvements are continuing, including focused internal improvement reviews aimed at reducing risk of non-compliance. 20 face-to-face training sessions were delivered that relate to procurement activities in 2025, and all staff undertaking purchasing were required to complete mandatory online procurement training.

On 1 October 2025, the City finalised implementation of phase one of its integrated e-Sourcing module, which includes policy controls to ensure adequate numbers of quotations are sought and received before suppliers are engaged.

r. 11

No response required. This is covered by s3.57.

r. 12

Did the local government consider the implications of Local Government (Functions and General) Regulations 1996, Regulation 12 when deciding to enter into multiple contracts rather than a single contract?

Response: Yes

r. 14(1), (3) and (5)

If the local government sought to vary the information supplied to tenderers, was every reasonable step taken to give each person who sought copies of the tender documents, or each acceptable tenderer notice of the variation?

Response: Yes

r. 15

Did the local government's procedure for receiving and opening tenders comply with the requirements of Local Government (Functions and General) Regulations 1996, Regulation 15 and 16?

Response: Yes

r. 16

No response required. This is covered by r. 15.

r. 17

Did the information recorded in the local government's tender register comply with the requirements of the Local Government (Functions and General) Regulations 1996, Regulation 17 and did the CEO make the tenders register available for public inspection and publish it on the local government's official website?

Response: Yes

r. 18(1) and (4)

Did the local government reject any tenders that were not submitted at the place, and within the time, specified in the invitation to tender?

Response: Yes

Were all tenders that were not rejected assessed by the local government via a written evaluation of the extent to which each tender satisfies the criteria for deciding which tender to accept?

Response: Yes

r. 19

Did the CEO give each tenderer written notice containing particulars of the successful tender or advising that no tender was accepted?

Response: Yes

r. 21

Does the local government's advertising and expression of interest processes for limiting who can tender comply with the requirements of the Local Government (Functions and General) Regulations 1996, Regulations 21 and 22?

Response: N/A

r. 22

No response required. This is covered by r. 21.

r. 23

Did the local government reject any expressions of interest that were not submitted at the place, and within the time, specified in the notice or that failed to comply with any other requirement specified in the notice?

Response: N/A

Were all expressions of interest that were not rejected under the Local Government (Functions and General) Regulations 1996, Regulation 23(1) & (2) assessed by the local government? Did the CEO list each person as an acceptable tenderer?

Response: N/A

r. 24

Did the CEO give each person who submitted an expression of interest a notice in writing of the outcome in accordance with Local Government (Functions and General) Regulations 1996, Regulation 24?

Response: N/A

r. 24AD(2), (4) and (6)

Did the local government invite applicants for a panel of pre-qualified suppliers via Statewide public notice in accordance with Local Government (Functions & General) Regulations 1996 regulations 24AD(4) and 24AE?

Response: Yes

If the local government sought to vary the information supplied to the panel, was every reasonable step taken to give each person who sought detailed information about the proposed panel or each person who submitted an application notice of the variation?

Response: N/A

r. 24AE

No response required. This is covered by r. 24AD(2), (4) and (6).

r. 24AF

No response required. This is covered by r. 24AD(2), (4) and (6).

r. 24AG

Did the information recorded in the local government's tender register about panels of pre-qualified suppliers comply with the requirements of Local Government (Functions and General) Regulations 1996, Regulation 24AG?

Response: Yes

r. 24AH(1) and (3)

Did the local government reject any applications to join a panel of prequalified suppliers that were not submitted at the place, and within the time, specified in the invitation for applications?

Response: N/A

Were all applications that were not rejected assessed by the local government via a written evaluation of the extent to which each application satisfies the criteria for deciding which application to accept?

Response: Yes

r. 24AI

Did the CEO send each applicant written notice advising them of the outcome of their application?

Response: Yes

r. 24E

Where the local government gave regional price preference, did the local government comply with the requirements of Local Government (Functions and General) Regulations 1996, Regulation 24E and 24F?

Response: Yes

r. 24F

No response required. This is covered by r. 24E.

I certify this is a true and accurate copy of the 2025 Compliance Audit Return, as adopted by Council at the meeting of _____ 2026.

CEO

Date

Mayor or President

Date

Subject: 18.2 Mandurah Strategic Centre Precinct Structure Plan – Amendment No.1 (Seashells Site) – Local Government Report to Western Australian Planning Commission

Summary

Council is requested to consider a proposed Amendment to the Mandurah Strategic Centre Precinct Structure Plan, following completion of the public advertising process. The amendment applies to Lot 24 (6–14 Breakwater Parade) and part of Strata Lot 107 (16 Dolphin Drive) where changes to the planning controls applying to the sites for land use, urban form, building height and site-specific provisions are proposed.

The amendment was advertised for public comment, and 105 submissions were received. Key issues among the responses were: building height and overall scale of development; built form, visual amenity and coastal/marina character; public parking provision and long-term availability; traffic generation, access and parking demand; overshadowing, privacy and residential amenity. Many issues raised have not taken into account the existing planning framework that applies to the site or the original approvals issued for Strata Lot 107.

Consistent with the planning framework and Council's strategic direction, the proposed amendment is recommended for approval. This report forms the basis of the 'local government report' on the proposal and responses to submission for forwarding to the Western Australian Planning Commission, who will make a determination.

Disclosure of Interest

Nil

Location



Previous Relevant Documentation

G.33/09/02	19 November 2002	Council approved Stage 1 of the Seashells Resort and a Development Guide Plan for Stages 2 and 3 on Lot 1 Dolphin Drive. The approval limited most of the broader site to 2 storeys, with development up to 6 storeys (22 metres) permitted for Stage 1 and up to 9 storeys (34 metres) for Stage 2 on a small portion of the site.
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Background

The land under consideration comprises Lot 24 (6–14 Breakwater Parade) and part of Strata Lot 107 (16 Dolphin Drive). Both sites are zoned Strategic Centre in Local Planning Scheme 12 and require a 'Precinct Structure Plan' (PSP) to be prepared and approved to apply development and planning requirements to them. This PSP is currently in operation as the 'Mandurah Strategic Centre PSP'.

Lot 24 Breakwater Parade

Lot 24 is a privately owned site with an area of 3,078 square metres.

It is currently used as a public car park containing 110 public parking bays under a licence agreement with the City.

The PSP Context Plan identifies the site as a Public Parking Node and forms part of the Medium Density Residential Precinct. This is an urban form classification that provides for development up to 3 storeys plus a loft and a minimum height of two storeys. The PSP Zoning Plan shows the site 'unzoned'.

By way of background and history of the creation of this site, the City entered into a Management Agreement with the State Government in October 2000 for the construction and completion of the Mandurah Ocean Marina. Stage One consisted of the construction of the main body of the water way and land parcels set aside for lease holdings for the Offshore Fishing Club, Boat Stacking and Chandlery, Boat Hire, Sales and Houseboat operations. Stage Two related to the completion of the Chalet Park and various Public Open Space parcels on the southern portion of the Marina. The Chalets were completed in early 2004.

Upon completion of the public infrastructure in the Marina, the final process was to dedicate all the parcels to the Crown and grant management of these parcels of Crown Land to the City for its care control and management, with the power to lease for a term not exceeding 42 years. The car park constructed on Lot 24, was not included in the Management Agreement with the State, and therefore in the various stages of handover of assets to the City within the Marina, was not included or transferred as Crown Reserve.

As such, Landcorp had retained ownership of the site, with the site being used for public car parking, with the City maintaining the site (signage, cleaning etc). In 2018, the City was contacted by Landcorp advising they have received an offer to purchase Lot 24 from the owners of Strata Lot 107 (WA Property Investors Pty Ltd).

Landcorp confirmed that the offer to purchase the site had been approved and a settlement date agreed by Landcorp to provide an opportunity for the City and WA Property Ltd time to finalise a licence agreement, ensuring the City secures access to car parking on the site.

At the time, the City's officers requested the site be transferred over to the City or the Crown free of cost, due to the community benefit of the land. This was rejected by Landcorp due to the commercial return for the land. However Landcorp conditioned the sale, with a restrictive covenant that requires the new owner to enter into a licence agreement with the City ensuring that the land continues to be made available to the public as a car park with a minimum of 100 bays being available.

In 2019, a licence agreement was entered into for the maintenance for the carpark, and that access will be required even in the event of some development commencing on Lot 24 or Strata Lot 107. The City officers negotiated the licence term for a 20-year term, or earlier if agreed by the City, which could be considered should the future development allow for car parking for the general public. At the time, Council was advised that the site was designated as a public car park under the then Mandurah Ocean Marina Structure Plan. Any development of the site would require an amendment to the Structure Plan, approval from the Western Australian Planning Commission, and public advertising as part of that process.

Further, Council was advised that, while no development plans or proposals had been received, it was expected that a request to amend the Structure Plan would be submitted in due course. It was also anticipated that any future proposal would be residential rather than tourism-related, and that negotiations regarding a Structure Plan amendment would need to consider the strategic importance of retaining tourism-related development and public parking within the precinct.

Whilst the site is currently subject to a 20-year agreement expiring in 2039, at the conclusion of the 20-year period, Council were advised should no development proposal have progressed over existing Strata Lot 107 (inclusive of access on Lot 24), there was a risk that no further licence agreement is entered into and the existing parking would be closed to the public.

Strata Lot 107 Dolphin Drive

Strata Lot 107 is located within Strata Plan 48817 (Lot 1 Dolphin Drive) and forms part of the broader Seashells Mandurah site, which has an area of approximately 1.84 hectares.

The broader Seashells site contains:

- the 7-storey Seashells hotel, associated apartments and car parking ('Stage 1' development)
- existing open-air car park, small internal parking and storage areas, and an undeveloped area on the north-western portion of the site. The undeveloped area was previously approved as 'Stage 2' of the Seashells Resort with 74 short stay units, 27 apartments in a building with a maximum height aligning to 10 storey building height.

Construction commenced but was not completed, leaving concrete slab foundations on the site. The amendment applies to this area.

- a four-storey commercial building on the south-western corner at the intersection of Dolphin Drive and Breakwater Parade ('Stage 3' development).

Under the PSP Zoning Plan, it contains two land use classifications:

- The south-western portion of the site is within the Commercial Mixed-Use Precinct and is coded Residential – Activity Centre 3 (R-AC3).

- The balance of the site, including the undeveloped portion of Strata Lot 107, is within the Tourism Precinct and is coded Residential – Activity Centre 1 (R-AC1).

The broader Seashells site is also subject to a Local Development Plan requirement.

Under the PSP Context Plan, the broader Seashells site also has an urban form classification as mixed use. The PSP Height Plan provides for the south-western portion of the site for development up to 3 storeys plus a loft and a minimum height of two storeys. The balance of the site, including the undeveloped portion of Strata Lot 107, provides for development up to 32 metres (eight storeys) and a minimum height of two storeys.

Comment

Proposal

In mid to late 2025, WA Property Investors commenced discussions with the City about the prospect of potential development of subject site(s) for a high-quality tourist resort hotel with conference facility and associated amenities.

The landowner was advised at the time, that a key outcome of Council's recently completed City Centre Master Plan is to facilitate catalyst investment opportunities that includes encouraging investment in new short stay accommodation and tourism development opportunities, particularly in the Mandurah Ocean Marina. The proposal to develop the site for a hotel, together with conference opportunities aligns with this vision. The City officer's also support the concept of no additional permanent residential units being part of the proposal and notes there are some land tenure outcomes that require further investigation for Lot 107.

As the development site also includes Lot 24, over which the City holds a licence agreement for public parking purposes, the landowner was advised that several key issues would need to be resolved. These included the zoning of the site and negotiation of the existing licence agreement, and City officers advised that at least 50 per cent of the current public parking provision should be retained as publicly accessible parking to support beach access to Town Beach and to be included in any proposal in perpetuity.

In February 2026, a proposal was received from TBB Planning, on behalf of WA Property Investors, to amend the Mandurah Strategic Centre Precinct Structure Plan.

The amendment, as submitted, proposes the following changes to the Mandurah Strategic Centre Precinct Structure Plan:

- Apply a Mixed-Use Precinct (urban form classification) to Lot 24 on Plan 1 (Context Plan) with the Public Parking Node being retained.
- Apply a Tourism (land use classification) to Lot 24 on Plan 2 (Precinct Structure Plan), together with a R-AC1 density code.
- Apply on Plan 3 (Development Height Plan), the following:
 - building height limits of up to 17 metres (4 storeys) to portions of Lot 24 fronting Breakwater Parade and the foreshore, and up to 32 metres (8 storeys) to the balance of the site.
 - an increased building height limit to the undeveloped north-western portion of Strata Lot 107 from 32 metres (8 storeys) to 56 metres (14 storeys).

- Apply on Plan 4 (Additional Development Controls), a semi-active building frontage along Breakwater Parade on Lot 24.
- Update Section 4.6.2 (Site Specific Provisions) proposes to include new site-specific provisions for Lot 24 to limit the permanent residential component to 40 per cent of the total number of units.

The proposal, as submitted, outlines that *“similar to the adjoining Seashells development, an element of permanent residential may also be desired on the subject site in addition to short-stay accommodation. This provision ensures the majority of units remain short-term accommodation, whilst providing flexibility for permanent residential to be delivered. For ease of administration, where a separate building is designed primarily for tourism (e.g. a hotel) it is expected to comprise 100% short-stay accommodation, with the remaining proportion of permanent.”*

- Update Section 4.6.2 (Site Specific Provisions) proposes to include new site-specific provisions for Lot 24 to and require a minimum of 50 public parking bays
- Update Section 5.2.1 (Local Development Plans) to require a Local Development Plan (‘LDP’) for Lot 24. This is reflected on Plans 2, 3 and 4 of the Precinct Structure Plan.

The reasoning for this approach is to *“to provide clear and enforceable guidance in relation to built form, including building height, setbacks, massing, articulation, interface treatments and streetscape outcomes. This level of detail is particularly important for the subject site due to its visibility from public vantage points, its relationship with surrounding properties and public spaces and its role in framing key views. By establishing defined development parameters, the LDP will ensure that future development is cohesive, well-designed and contributes positively to the character and amenity of the locality. The LDP will be prepared in close consultation with the City and include engagement with nearby landowners.*

The Precinct Structure Plan Amendment plans are provided as Attachment 1. Attachment 2 sets out the Indicative Massing Concepts that were submitted to provide an indication of the potential form of development arising from the Amendment.

Assessment of the Proposal

The City’s role upon the lodgement of a Structure Plan Amendment is providing comment to the Western Australia Planning Commission (‘Commission’) and is to include the following:

- Advertise the proposal as submitted;
- Provide a Schedule of Submission and a Local Government response to the Submissions;
- An assessment of proposal based on appropriate planning principles;
- A recommendation by the local government on whether the proposed structure plan should be approved by the Commission, including a recommendation on any proposed modifications.

The assessment of the proposal is provided as follows.

Strategic Planning Framework

Lot 24 is within the Mandurah Strategic Centre Precinct Structure Plan area but is not currently subject to site specific planning controls, with the exception of the existing car parking licence that applies to 2039. This provides little to no certainty for existing or prospective landowners of the site and its surrounds.

The amendment will introduce planning provisions for the future redevelopment of Lot 24 and will update the planning controls for the undeveloped part of Strata Lot 107. The existing planning provisions for the developed part of the Seashells Resort will remain unchanged.

The amendment is assessed against the relevant strategic planning framework, including the Mandurah Local Planning Strategy, Local Planning Scheme No. 12, the Mandurah Strategic Centre Precinct Structure Plan, relevant State Planning Policies and the Northern Beaches Coastal Hazard Risk Management and Adaptation Plan.

Mandurah Local Planning Strategy

The Local Planning Strategy identifies the Seashells site as a key tourism site, with its primary function being tourism accommodation. It also identifies the Mandurah Ocean Marina as a tourism destination supporting tourism accommodation, tourist-related commercial, restaurant and retail uses.

The amendment will be consistent with this strategic direction. It supports the future redevelopment of Lot 24 for tourism and mixed-use purposes. It will complement the existing tourism role of the adjoining undeveloped part of Strata Lot 107.

Local Planning Scheme No. 12

Lot 24 and Strata Lot 107 are both zoned Strategic Centre under Local Planning Scheme No. 12. The amendment will not change the zoning. It updates the planning controls for both sites through the Mandurah Strategic Centre Precinct Structure Plan.

The amendment is consistent with the objectives of the Strategic Centre zone.

Mandurah Strategic Centre Precinct Structure Plan (PSP)

This current PSP has been prepared in accordance with the Local Planning Scheme No 12, Part 4 of the Deemed Provisions and State Planning Policy (SPP) 4.2 Activity Centres for Perth and Peel.

The boundary of the Strategic Centre was determined through consideration of existing and future development within the area. A key driver of the plan was to consolidate existing precinct and structure plans, while outlining development requirements to guide the future development of Mandurah's Strategic Centre; it was approved by the WAPC in January 2025 and replaced the following previously operative Precinct Plans and Outline Development Plans:

- City Centre Precinct Plan
- Inner Mandurah Precinct Plan
- Mandurah Terrace Precinct Plan
- Mandurah Ocean Marina Structure
- Mandurah Junction Structure Plan.

This Precinct Structure Plan is considered a first stage of work within the Mandurah Strategic Centre, as further reviews and refinements are required as an outcome of further analysis of housing needs, public infrastructure requirements, streetscape and movement improvements and built form requirements to align this Precinct Structure Plan to SPP7.2 – Precinct Design – under the working title of the 'Mandurah Centre Plan'. This review is ongoing; however, some background analysis work has been undertaken through a needs analysis and recommendations on housing, non-residential and short-stay accommodation associated with this broader strategic centre area.

The Mandurah Strategic Centre Needs Analysis identifies demand for an additional 110–240 hotel rooms by 2035 and concludes there is capacity to support a new branded 4–4.5-star hotel or resort, which would enhance local activation and generate positive economic benefits for surrounding businesses. The proposal facilitates the redevelopment of one of the final undeveloped marina sites for tourism accommodation, consistent with the identified market demand and strategic role of the Mandurah Strategic Centre. The outcomes of this analysis may lead to change to the current PSP

(the 'Mandurah Centre Plan') and Local Planning Strategy, which includes existing ratios of residential to tourist developments, however, in the interim, an assessment of the proposal as submitted is required.

At a localised level, the amendment is consistent with the objectives of the Mandurah Strategic Centre Precinct Structure Plan. The Mandurah Ocean Marina contains a mix of tourism, residential, commercial and recreational uses. Applying a Mixed-Use precinct and a Tourism precinct to Lot 24 is consistent with the role of the marina. The proposed R-AC1 coding supports higher density development within the Strategic Centre. This is appropriate given the site's marina location and proximity to services and attractions.

The proposed amendments to Section 4.6.2 seek apply the existing planning approach to Lot 24. The 40 per cent limit on permanent residential development aligns with the existing provisions applying to the adjoining Seashells site. This seeks to maintains a consistent tourism focus across the overall development, however recommended modifications are proposed and highlighted under the assessment of building height.

The proposed amendments to Section 4.6.2 also outline the requirement for a minimum of 50 publicly accessible parking bays ensures public parking is retained as part of any future redevelopment of Lot 24. At the present time, once the existing licence period expires in 2039, there is no certainty for the ongoing provision of public parking in this location.

Further, it is noted that Section 4.6.2 of the PSP only applies to tourist development. The amendment to Section 5.2.1 will require a Local Development Plan (LDP) for Lot 24. An LDP sets site-specific design and development requirements for the site.

It is recommended that a modification to the submitted Amendment outlines the following change in respect to an LDP for the site:

"Where a Local Development Plan has been identified in Clause 5.2.1, the following requirements shall be included in the relevant Plan in addition to the provision of the Clause 5.2.2 and Part 6 of the Deemed Provisions:

Site	Requirements
Lot 24 Breakwater Parade and Lot 1 Dolphin Drive	(a) <i>The Local Development Plan shall provide that future development on Lot 24 Breakwater Parade is to provide 50 car parking bays for the public and to be provided in perpetuity.</i> (b) <i>The Local Development Plan shall identify the allocation of permanent residential component and tourist development by levels (or buildings) as outlined in Section 4.6.2 of the Precinct Structure Plan.</i>

This change is proposed as the identification of the requirement to provide 50 car parking bays for the public is only identified in the section relevant to tourist development and should also be included in the provisions relating to a local development plan for clarity for future provision.

Further, the LDP will be an important tool for the ongoing management and allocation of permanent residential component and tourist development within the site. Conditions of development approval and strata management plans can fulfill this requirement; however, the LDP approach provides a holistic approach to this outcome.

State Planning Policy 2.6 – Coastal Planning and Northern Beaches Coastal Hazard Risk Management and Adaptation Plan

The amendment will establish a planning framework for future development. It will not approve development. Any future development application will be required to address coastal hazards in accordance with State Planning Policy 2.6.

The Northern Beaches Coastal Hazard Risk Management and Adaptation Plan (CHRMAP) support the implementation of State Planning Policy 2.6. It has been adopted by Council but has not yet been implemented through Local Planning Scheme No. 12 or the Local Planning Strategy. The subject land is within Planning Unit 2B of the CHRMAP. The CHRMAP identifies increasing coastal erosion and inundation risk over time and outlines adaptation measures to manage those risks. Any future development application will be assessed against the planning framework in place at the time.

State Planning Policy 4.2 – Activity Centres for Perth and Peel

The subject land is within the Mandurah Strategic Centre. It is identified as a Strategic Centre under State Planning Policy 4.2.

The amendment supports future tourism, commercial and mixed-use development on Lot 24 and increases the maximum building height for the undeveloped part of Strata Lot 107 from 8 to 14 storeys. Together, these changes support the continued development of the Mandurah Strategic Centre.

The amendment is consistent with the objectives of State Planning Policy 4.2.

State Planning Policies 7.0 and 7.2 – Design of the Built Environment and Precinct Design

The amendment will introduce planning controls to guide future development of the site. These include building height controls, semi-active street frontage requirements and a Local Development Plan requirement. Together, these will support development that responds to the site's context. They will also ensure the detailed design of future development is considered before development occurs.

Public Parking Arrangements

Public parking was a key issue raised during public advertising.

Lot 24 is privately owned and is currently used as a public car park under a licence agreement with the City. The licence expires in January 2039 and is not affected by the amendment. If Lot 24 is redeveloped before the licence expires, the existing licence arrangements will require separate consideration. Beyond 2039, there is no obligation to retain public parking on the site.

If redevelopment occurs, the amendment will require a minimum of 50 publicly accessible parking bays to be provided in perpetuity. This establishes an ongoing planning requirement for public parking beyond 2039. The City will also be able to work with any prospective developer on wider requirements within the precinct as part of any development application received.

Building Height

Building height was one of the main issues raised during public advertising.

The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8-storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. It applies only to the northern part of Lot 24 rather than the entire site. The southern part of the site remains limited to 4 storeys. This stepped height arrangement is intended to reduce the visual scale of future development along the street and foreshore.

The amendment also increases the maximum height for the undeveloped part of Strata Lot 107 from 32 metres (8 storeys) to 56 metres (14 storeys). This part of the site is located behind Lot 24. It is

set further back from both Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The additional building height is considered appropriate having regard to the site's strategic waterfront location.

Taller development has previously been considered on the site. In 2002, Council approved a Development Guide Plan that allowed development of up to 9 storeys on part of the broader Seashells site. In 2004, the City approved a 10-storey development for Stage 2 of the Seashells Resort.

The amendment changes the planning controls only. It does not approve development. Any future development will require a separate development application. Building design, built form and amenity impacts will be assessed as part of that process.

However, in the context of supporting 'additional' height together with ongoing management of allocation of (future) residential/tourist split as highlighted above, it is recommended that the following modifications to the submitted proposal to outline that the additional height is supported in support of additional tourist development as outlined in the proposal.

In effect, the current 60 per cent tourist/40 per cent residential split can continue to apply to the existing height provisions that apply to Lot 1 Dolphin Drive and the support to increase from 32 metres (8 storeys) to 56 metres (14 storeys) is subject to any development above eight storeys being 100 per tourist development.

For Lot 24, the proposed 60 per cent tourist/40 per cent residential split is supported up to four storeys and that any development above four storeys to the proposed 32 metres (8 storeys) is to be 100 per tourist development.

As a result, it is recommended that the PSP is modified as follows:

- Section 4.6.2 (Site Specific Provisions for Tourist Development) of the PSP being modified as follows:

Site	Existing of Precinct Structure Plan	Proposed Wording of Precinct Structure Plan <i>(as submitted with officer recommended changes shown in italics)</i>
Lot 1 Dolphin Drive (Seashells)	The permanent residential component is to be limited to 40% of the total number of units in the development.	(a) <i>Where the development is proposed to a maximum height of 8 storeys, the permanent residential component is to be limited to 40% of the total number of units in the development.</i> (b) <i>Where the development is proposed to a maximum height allowed for in Plan 3 of the Precinct Structure Plan, development above 8 storeys shall be 100% tourist development.</i>
Lot 24 Breakwater Parade		(a) <i>Where the development is proposed to a maximum height of 4 storeys, the permanent residential component is to be limited to 40% of the total number of units in the development. This proportion applies upon redevelopment of Lot 24 and the adjoining undeveloped portion of Lot 1.</i> (b) <i>Where the development is proposed to a maximum height allowed for in Plan 3 of the Precinct Structure Plan, development above 4 storeys shall be 100% tourist development. This proportion applies upon redevelopment</i>

		<i>of Lot 24 and the adjoining undeveloped portion of Lot 1.</i> (c) The development shall provide 50 car parking bays for the public.
--	--	---

MEAG Comment

This item does not have any significant impact on the natural environment and therefore has not been referred to Mandurah Environmental Advisory Group for comment.

Consultation

The proposed Precinct Structure Plan amendment was advertised in accordance with Clause 18(3A) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

The amendment was advertised for public comment for 42 days, from 7 May 2026 to 25 June 2026. The proposal was advertised on the City's engagement website, together with a range of frequently asked questions, additional details and in the Mandurah Times including the use of an indicative massing diagram showing the potential maximum of development arising from the proposal.



Documentation was available for inspection at the City's Administration Centre and written notice was provided to 350 surrounding landowners and occupiers. Public notice signs were erected on Lot 24 (Breakwater Parade) and Lot 1 (Dolphin Drive).

A total of 105 submissions were received. Of these, 13 supported the amendment and 92 objected. It is noted that in the Schedule of Submissions a number appear to be duplicates, however they have been received by separate landowners in a similar building with the same address.

The Key Issues raised are as follows:

Key Issue	General Response to Key Issue
<i>Building height and overall scale of development</i>	The subject land is one of the final major redevelopment opportunities within the Mandurah Ocean Marina and occupies a highly strategic waterfront location within the Mandurah Strategic Centre. The proposed building heights recognise the site's strategic significance and facilitate a landmark tourism development consistent with the strategic objectives of the PSP and City Centre Master Plan. In the Local Planning Strategy, under Urban Form (Action 9) states the following: Recognise that Mandurah has a point of difference due to the natural assets, extensive coastline and waterways (natural and artificial), existing urban form and infrastructure, and ensure that there is a <u>variety of development outcomes and scale to avoid being a continuation of suburban sprawl</u>. Increase the density and diversity of housing in and around activity centres to improve land efficiency, housing variety and to support centre facilities. The proposed heights are consistent with the evolving built form of the Mandurah City Centre, where taller buildings already contribute to the established skyline, including the 15-storey Bridgepoint Tower (at the former Peninsula Hotel site) and the approximately 13-level One Brighton development. Similar building heights are contemplated in other key City Centre locations under the existing planning framework. The current height for this area in the PSP is 8 storeys. The proposal of 4, 8, 14 and 8 storeys for the sites was arrived at after careful consideration and interrogation of options and impacts on neighbouring properties. The continuation of a blanket 8 storeys from the existing Seashells (Stage 1) through to these two lots is a much inferior planning outcome than the proposal. The subject land is one of the final major redevelopment opportunities within the Mandurah Ocean Marina and occupies a highly strategic waterfront location within the Mandurah Strategic Centre. It's not a development in suburban Mandurah. The proposed building heights recognise the site's strategic significance and will facilitate a landmark tourism development consistent with the strategic objectives of the PSP and City Centre Master Plan.
<i>Built form, visual amenity and coastal/marina character</i>	The amendment establishes maximum development parameters only and does not approve a specific building design. Detailed architectural design, materials, setbacks and visual integration will be assessed through the future development application process. The amendment seeks to facilitate a high-quality tourism development that complements and enhances the established role of the Mandurah Ocean Marina as a premier waterfront destination.
<i>Public parking provision and long-term availability</i>	The amendment seeks to secure a minimum of 50 publicly accessible parking bays on Lot 24 as part of any future redevelopment. This represents an improved planning outcome by establishing an ongoing statutory requirement to retain publicly accessible parking on the site beyond the expiry of the existing parking licence. It is noted that there is no permanent restriction on the title nor permanent arrangement with the City for public parking to be provided on private property, in addition to any parking required to support the ultimate development. The City will not have to maintain Lot 24, or make good on expiry of the licence, thus avoiding significant costs which would have been borne by the City.

<i>Key Issue</i>	<i>General Response to Key Issue</i>
	Notwithstanding, the adequacy of public and private parking provision will be assessed through the future development application process, having regard to the proposed land uses and anticipated parking demand.
<i>Traffic generation, access and parking demand</i>	Any future development application will be supported by a Traffic Impact Assessment, demonstrating that the surrounding road network can safely accommodate the proposed development and identify any necessary upgrades or mitigation measures.
<i>Overshadowing, privacy and residential amenity and loss of views</i>	Overshadowing, privacy, visual amenity and interface impacts will be comprehensively assessed through the future development application process and will need to demonstrate compliance with the applicable planning framework. Lot 107 had a previous DA approved for high rise tourism development, and in the event that that some decked parking was to be considered for Lot 24, a multilevel car park on the site would have the same, if not much more significant impact on views, amenity and values for neighbouring properties.
<i>Wind impacts and pedestrian comfort</i>	Future building design will be required to incorporate appropriate mitigation measures where wind impacts are identified.
<i>Public access to the foreshore and public realm improvements</i>	Public realm improvements, landscaping, pedestrian connectivity and the interface with the foreshore will be considered as part of any future development application. The amendment provides an opportunity to achieve high-quality public domain outcomes that enhance the Marina precinct.
<i>Need for additional tourism accommodation</i>	Independent market analysis demonstrates a need for additional tourism accommodation in Mandurah. The Mandurah Strategic Centre Needs Analysis identifies demand for an additional 110–240 hotel rooms by 2035 and concludes there is capacity to support a new branded 4–4.5-star hotel or resort, which would enhance local activation and generate positive economic benefits for surrounding businesses. The proposal facilitates the redevelopment of one of the final undeveloped marina sites for tourism accommodation, consistent with the identified market demand and strategic role of the Mandurah Strategic Centre.
<i>Tourism and economic development</i>	The proposal is consistent with the City's adopted Economic Development Strategy, which identifies tourism as a key growth sector and supports new tourism resort offerings, private investment, economic diversification and local employment. Redevelopment of the site for a high-quality tourism development will strengthen Mandurah's visitor economy, support local businesses and contribute to the long-term activation of the Marina precinct.
<i>Commercial competition and potential impacts on existing accommodation providers</i>	Commercial competition between businesses is generally not a material planning consideration. The assessment of the amendment is based on the strategic planning framework, land use compatibility and the broader public interest. The Draft Mandurah Strategic Centre Needs Analysis concludes there is capacity and forecast demand for additional high-quality tourism accommodation within Mandurah, supporting the strategic need for the proposal.
<i>Coastal planning, climate resilience and adaptation</i>	The proposed amendment is consistent with the City's Coastal Hazard Risk Management and Adaptation Plan (CHRMAP), which identifies the Mandurah Marina/Seashells precinct as an existing urban area where coastal hazards are to be managed through adaptation and the ongoing assessment of future development, rather than restricting redevelopment. Any future development will be required to demonstrate consistency with the CHRMAP, State Planning Policy 2.6 – State Coastal Planning Policy, and any applicable coastal hazard investigations, ensuring that appropriate coastal adaptation and resilience measures are incorporated into the detailed design.

<i>Key Issue</i>	<i>General Response to Key Issue</i>
<i>Technical investigations</i>	The amendment establishes the strategic planning framework only. Detailed technical investigations, including traffic, parking, servicing, wind, shadow and environmental assessments (where required), will accompany any future development application. The City will assess all supporting technical information before determining any future development application.
<i>Existing public parking licence/agreement and contractual arrangements</i>	The existing public parking arrangements for Lot 24 are provided under a separate licence agreement between the landowner and the City of Mandurah. The ongoing, permanent provision and management of public parking will be addressed through a new agreement between the parties as part of any future redevelopment of the site. Existing contractual arrangements relating to the public parking licence on Lot 24 are separate land administration matters rather than planning matters and do not provide a permanent arrangement for the public to park on the private property nor a permanent land use restriction. This Amendment provides certainty for public parking into the future.
<i>Impact on property values and loss of private views</i>	Potential impacts on property values and private views are generally not material planning considerations and cannot be afforded significant weight in determining the amendment.
<i>Existing planning framework / previous planning controls</i>	Strategic planning documents are periodically reviewed and amended to respond to changing strategic priorities, community needs and market conditions. The proposed amendment reflects the strategic importance of the site and the opportunity to facilitate its redevelopment for tourism purposes. The amendment does not alter the strategic role of the Marina precinct but updates the planning framework to support the site's intended long-term redevelopment.
<i>Public Benefit</i>	The amendment will enable the delivery of a number of public benefits, including the retention of publicly accessible parking, new tourism accommodation and complementary retail opportunities, increased investment and employment, and the opportunity to improve the public realm and waterfront interface through future redevelopment. The detailed public benefits associated with redevelopment will be considered through the future development application process.
<i>Construction impacts/inconvenience</i>	Temporary construction impacts are not relevant to the assessment of the strategic planning amendment and would be managed through future development approvals and other applicable legislation.
<i>Infrastructure and servicing</i>	Infrastructure servicing requirements will be assessed through the future development application process in consultation with the relevant servicing authorities.
<i>Environmental impacts</i>	Environmental matters will continue to be assessed through the applicable statutory approval processes and any future development application.
<i>Planning process</i>	The amendment has been prepared and advertised for a period of 42 days in accordance with the relevant requirements under the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> , with all submissions considered as part of the decision-making process. Any future development will also be subject to separate statutory assessment and public consultation requirements where applicable.

A Schedule of Submissions, including City officer responses, is provided at Attachment 3.

In addition to the above, as number of submissions provided comments in relation to strata management matters and are not relevant to the proposal being considered by Council to modify the PSP.

Policy Implications

The amendment will modify the Mandurah Strategic Centre Precinct Structure Plan by introducing new planning controls for Lot 24 and updating existing controls for the undeveloped portion of Strata Lot 107. The amendment will affect future land use, built form and development outcomes on the subject land.

Financial Implications

The amendment does not have any immediate financial implications for the City.

Lot 24 will continue to operate as a public car park under the existing licence agreement unless the site is redeveloped.

Economic Implications

The amendment supports future investment and redevelopment opportunities within the Mandurah Strategic Centre, as identified by needs analysis conducted by the City and Visit Mandurah.

It may facilitate additional tourism, commercial and mixed-use development, which could contribute to economic activity and employment.

Environmental Implications

The amendment amends the planning controls applying to the subject land but does not approve development.

The subject land is within an area affected by coastal hazards. These matters will be considered as part of any future development proposal.

Risk Implications

Lot 24 is currently used as a public car park under a licence agreement with the City. The licence expires in January 2039, with no obligation to provide public parking beyond this date. If redevelopment occurs, the amendment will require a minimum of 50 publicly accessible parking bays to be provided in perpetuity, establishing an ongoing planning requirement for public parking beyond 2039.

The City is required under the *Planning and Development (Local Planning Schemes) Regulations 2015* ('LPS Regulations') to provide its recommendation to the WAPC within 60 days of the close of advertising, unless a longer timeframe is agreed.

The advertising period closed on 25 June 2026. The City's recommendation must be provided to the WAPC by 24 August 2026.

If the recommendation is not provided within the required timeframe, the WAPC may determine the amendment without the City's recommendation. The Regulations also enable the WAPC to recover assessment costs from the City.

The WAPC is the determining authority and may make a decision that differs from Council's recommendation.

Strategic Implications

The following strategies from the City of Mandurah Strategic Community Plan 2024-2044 are relevant to this report:

Economy

- Well-planned, sustainable urban development

Community

- Safe and connected communities
- Inclusive and welcoming places, spaces and neighbourhoods

Environment

- Nature has a voice in all decision-making
- Our natural environment is celebrated, protected and restored for generations to come
- Our built environment is clean, accessible and sustainable
- Our coast and waterways are healthy and celebrated

Leadership

- A clear and shared vision for Mandurah's future
- Sound decisions based on evidence and meaningful engagement

Conclusion

The proposed amendment is considered appropriate. It is consistent with the relevant strategic planning framework. It provides a planning framework for the future redevelopment of Lot 24 and the undeveloped part of Strata Lot 107. It is recommended that Council endorse the amendment and forward it to the Western Australian Planning Commission for determination.

Officer Recommendation

That the Planning and Community Consultation Committee recommend that Council:

1. in accordance with Clause 20(2) of the Scheme 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015 (Deemed Provisions for Local Planning Schemes)*, provides this report as the Local Government Report to the Western Australian Planning Commission required for a proposed structure plan; and
 - 1.1. notes the schedule of submissions and officer responses as required by sub-clause (a), (b) and (c) of Clause 20(2);
 - 1.2. notes the contents of this report outlines the assessment of the proposal based on appropriate planning principles as required by sub-clause (d) of Clause 20(2); and
 - 1.3. supports the proposed structure plan being approved by the Western Australian Planning Commission as required by sub-clause (e) of Clause 20(2); and
 - 1.4. recommends the following modifications to the proposed Structure Plan as required by sub-clause (e) of Clause 20(2):
 - (a) Section 4.6.2 (Site Specific Provisions for Tourist Development) of the Structure Plan being modified as follows:

Site	Existing Wording of Precinct Structure Plan	Proposed Wording of Precinct Structure Plan (as submitted and officer recommended changes shown in italics)

Lot 1 Dolphin Drive (Seashells)	The permanent residential component is to be limited to 40% of the total number of units in the development.	(a) <i>Where the development is proposed to a maximum height of 8 storeys, the permanent residential component is to be limited to 40% of the total number of units in the development.</i> (b) <i>Where the development is proposed to a maximum height allowed for in Plan 3 of the Precinct Structure Plan, development above 8 storeys shall be 100% tourist development.</i>
Lot 24 Breakwater Parade		(a) <i>Where the development is proposed to a maximum height of 4 storeys, the permanent residential component is to be limited to 40% of the total number of units in the development. This proportion applies upon redevelopment of Lot 24 and the adjoining undeveloped portion of Lot 1 Dolphin Drive.</i> (b) <i>Where the development is proposed to a maximum height allowed for in Plan 3 of the Precinct Structure Plan, development above 4 storeys shall be 100% tourist development. This proportion applies upon redevelopment of Lot 24 and the adjoining undeveloped portion of Lot 1 Dolphin Drive.</i> (c) <i>The development shall provide 50 car parking bays for the public.</i>

- (b) Proposed modifications to Section 5.2.1 (g) (Where a Local Development Plan is Required) to state:

“Lot 24 Breakwater Parade and Lot 1 Dolphin Drive.”

- (c) A new section being added to Section 5 (Local Development Plans) to include the following table:

5.5.3 Site Specific Provisions for Local Development Plans

Where a Local Development Plan has been identified in Clause 5.2.1, the following requirements shall be included in the relevant Plan in addition to the provision of the Clause 5.2.2 and Part 6 of the Deemed Provisions:

<i>Site</i>	<i>Requirements</i>
<i>Lot 24 Breakwater Parade and Lot 1 Dolphin Drive</i>	(c) <i>The Local Development Plan shall provide that future development on Lot 24 Breakwater Parade shall provide 50 car parking bays for the public.</i> (d) <i>The Local Development Plan shall identify the allocation of permanent residential component and tourist</i>

	<i>development by levels (or buildings) as outlined in Section 4.6.2 of the Precinct Structure Plan.</i>
--	--

(d) Plans 1 to 4 of the proposal replacing all reference to Lot 51 with Lot 1 Dolphin Drive.

2. Notes that all submitters will be advised of Council's recommendation to the Western Australian Planning Commission and advised of the next steps in the approval process.

Committee Recommendation

That Council:

1. in accordance with Clause 20(2) of the Scheme 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015 (Deemed Provisions for Local Planning Schemes)*, provides this report as the Local Government Report to the Western Australian Planning Commission required for a proposed structure plan; and
 - 1.1. notes the schedule of submissions and officer responses as required by sub-clause (a), (b) and (c) of Clause 20(2);
 - 1.2. notes the contents of this report outlines the assessment of the proposal based on appropriate planning principles as required by sub-clause (d) of Clause 20(2); and
 - 1.3. supports the proposed structure plan being approved by the Western Australian Planning Commission as required by sub-clause (e) of Clause 20(2); and
 - 1.4. recommends the following modifications to the proposed Structure Plan as required by sub-clause (e) of Clause 20(2):

(a) Section 4.6.2 (Site Specific Provisions for Tourist Development) of the Structure Plan being modified as follows:

Site	Existing Wording of Precinct Structure Plan	Proposed Wording of Precinct Structure Plan (as submitted and officer recommended changes shown in italics)
Lot 1 Dolphin Drive (Seashells)	The permanent residential component is to be limited to 40% of the total number of units in the development.	(a) <i>Where the development is proposed to a maximum height of 8 storeys, the permanent residential component is to be limited to 40% of the total number of units in the development.</i> (b) <i>Where the development is proposed to a maximum height allowed for in Plan 3 of the Precinct Structure Plan, development above 8 storeys shall be 100% tourist development.</i>

Lot 24 Breakwater Parade		(a) <i>Where the development is proposed to a maximum height of 4 storeys, the permanent residential component is to be limited to 40% of the total number of units in the development. This proportion applies upon redevelopment of Lot 24 and the adjoining undeveloped portion of Lot 1 Dolphin Drive.</i> (b) <i>Where the development is proposed to a maximum height allowed for in Plan 3 of the Precinct Structure Plan, development above 4 storeys shall be 100% tourist development. This proportion applies upon redevelopment of Lot 24 and the adjoining undeveloped portion of Lot 1 Dolphin Drive.</i> (c) <i>The development shall provide 50 car parking bays for the public.</i>
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- (b) Proposed modifications to Section 5.2.1 (g) (Where a Local Development Plan is Required) to state:

“Lot 24 Breakwater Parade and Lot 1 Dolphin Drive.”

- (c) A new section being added to Section 5 (Local Development Plans) to include the following table:

5.5.3 Site Specific Provisions for Local Development Plans

Where a Local Development Plan has been identified in Clause 5.2.1, the following requirements shall be included in the relevant Plan in addition to the provision of the Clause 5.2.2 and Part 6 of the Deemed Provisions:

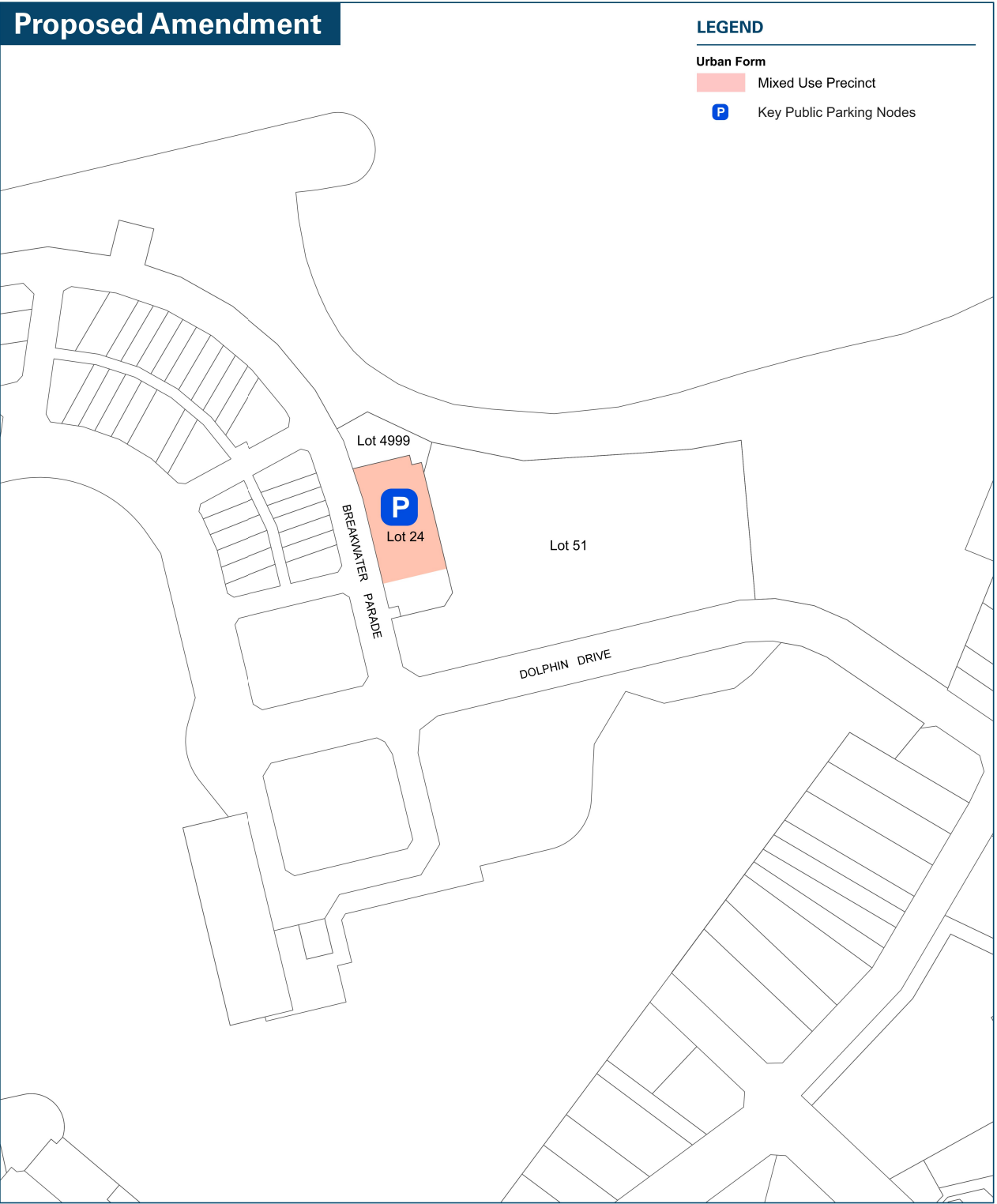
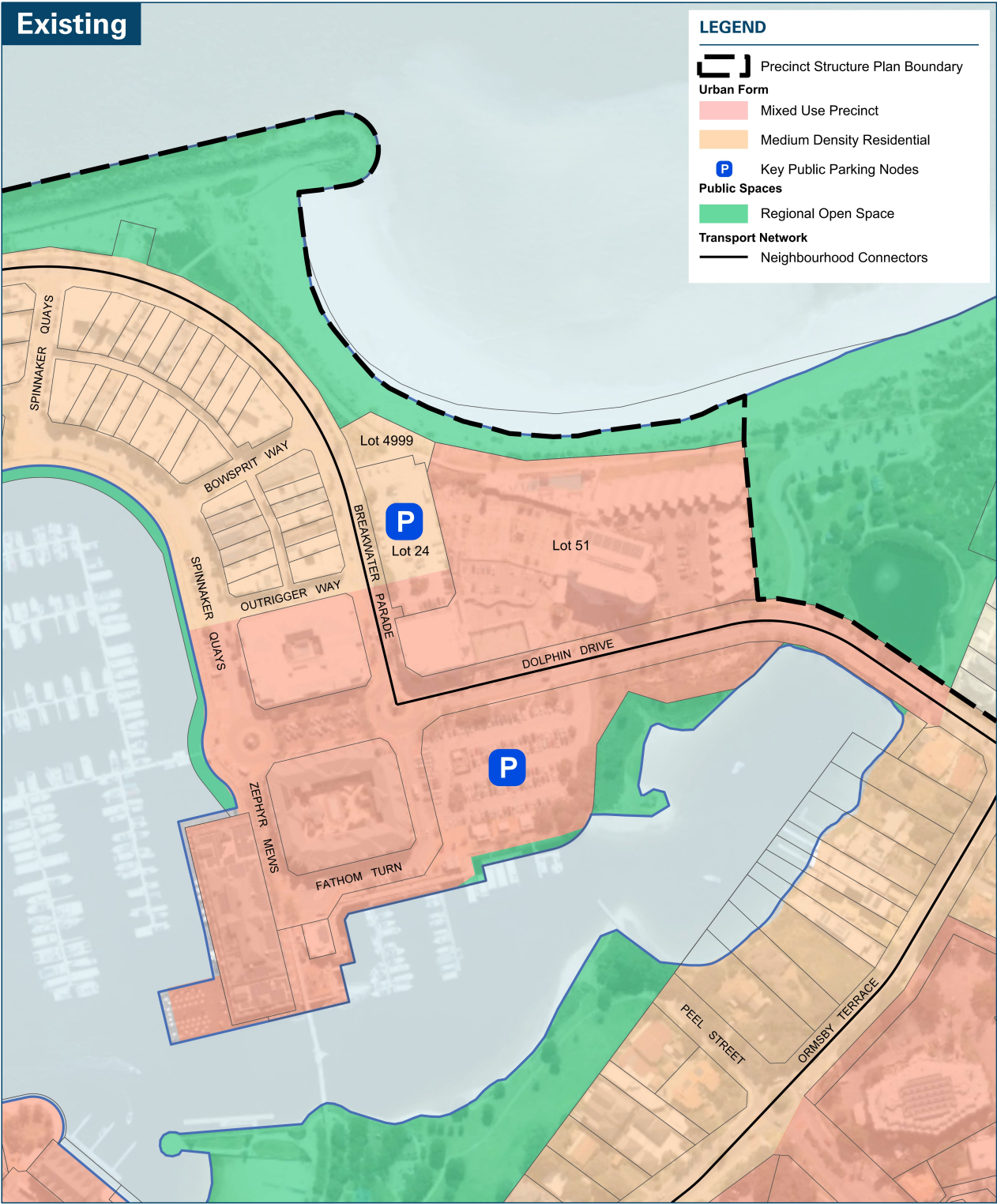
<i>Site</i>	<i>Requirements</i>
<i>Lot 24 Breakwater Parade and Lot 1 Dolphin Drive</i>	(a) <i>The Local Development Plan shall provide that future development on Lot 24 Breakwater Parade shall provide 50 car parking bays for the public.</i> (b) <i>The Local Development Plan shall identify the allocation of permanent residential component and tourist development by levels (or buildings) as outlined in Section 4.6.2 of the Precinct Structure Plan.</i>

- (d) Plans 1 to 4 of the proposal replacing all reference to Lot 51 with Lot 1 Dolphin Drive.

2. **Notes that all submitters will be advised of Council's recommendation to the Western Australian Planning Commission and advised of the next steps in the approval process.**

Attachments

1. Precinct Structure Plan Amendment Plans [**18.2.1** - 4 pages]
2. Indicative Massing Concept Plans [**18.2.2** - 3 pages]
3. Schedule of Submissions [**18.2.3** - 35 pages]



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Scale
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Date
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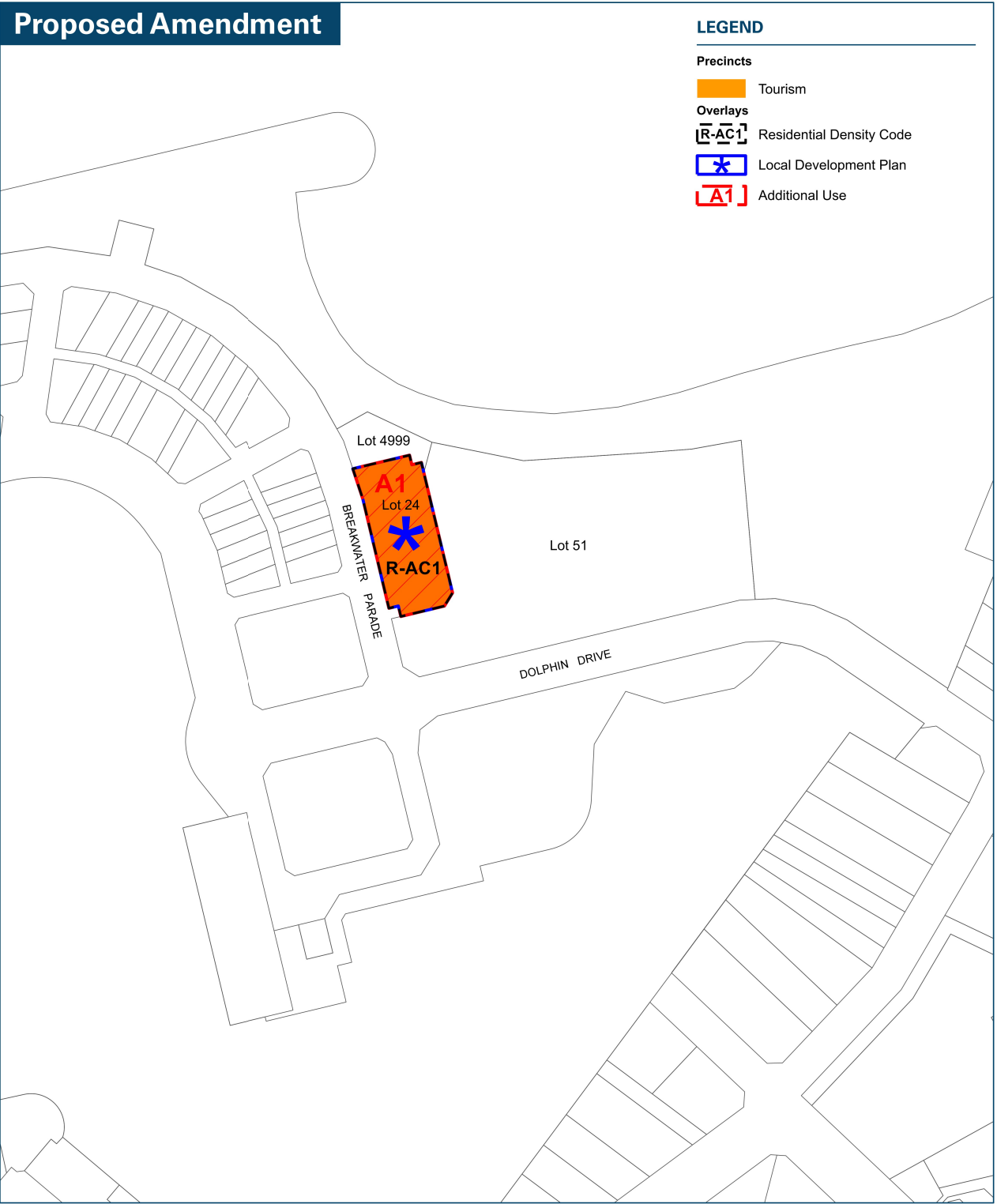
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Approved
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PLAN 1 - Context Plan
MANDURAH STRATEGIC CENTRE PRECINCT STRUCTURE PLAN



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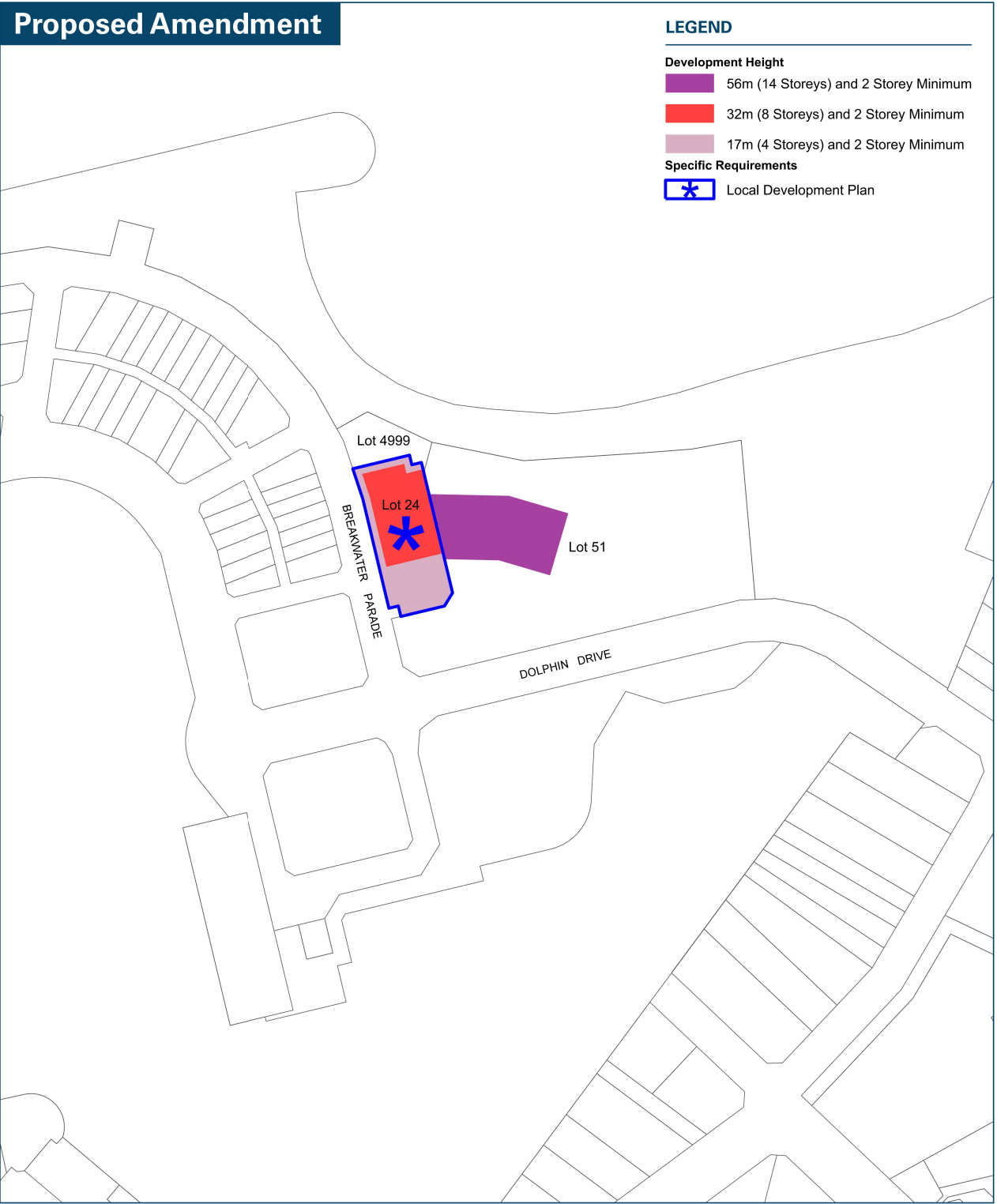
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PLAN 2 - Precinct Structure Plan
MANDURAH STRATEGIC CENTRE PRECINCT STRUCTURE PLAN





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Date
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Plan
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Grid
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Approved
JD

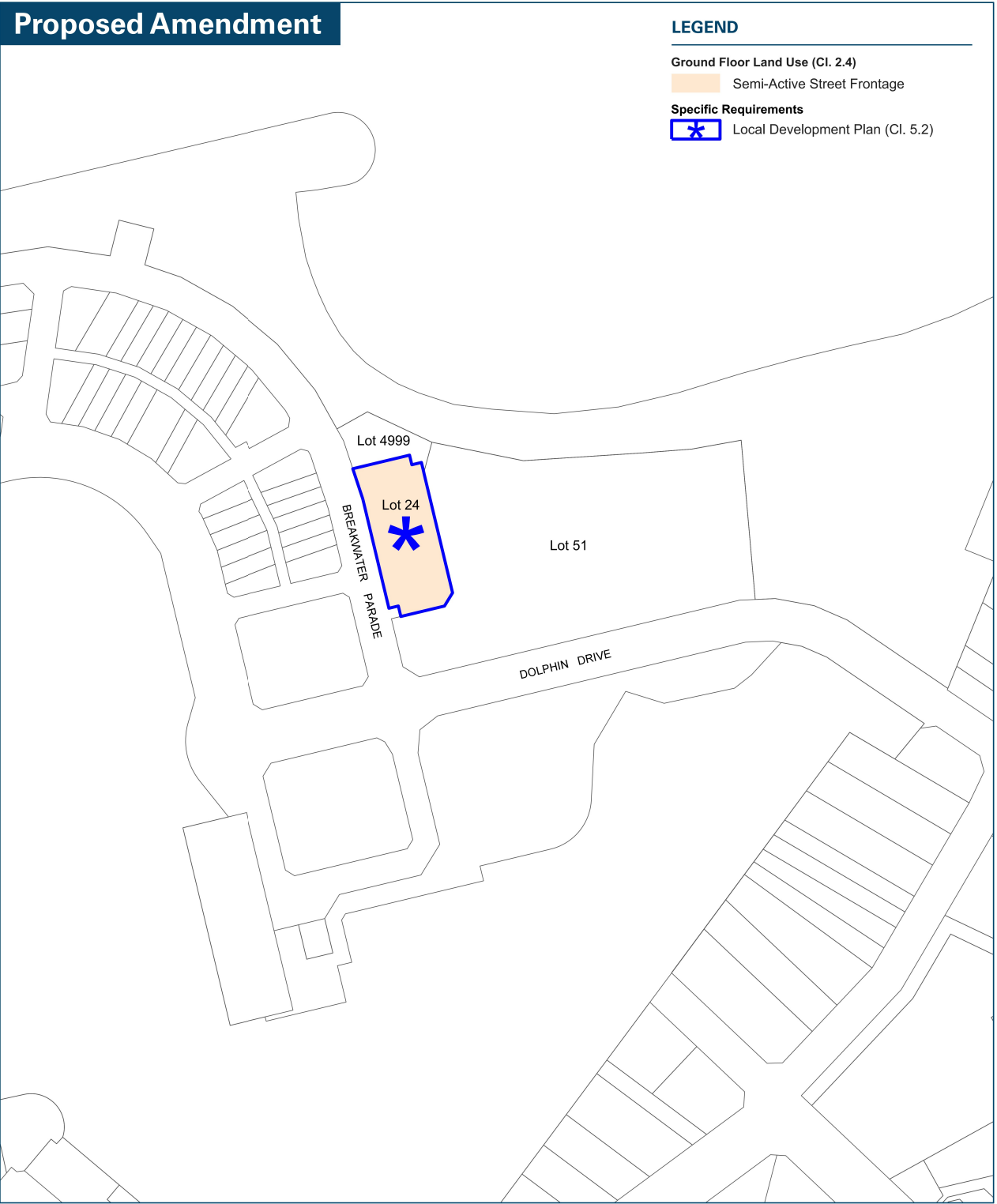
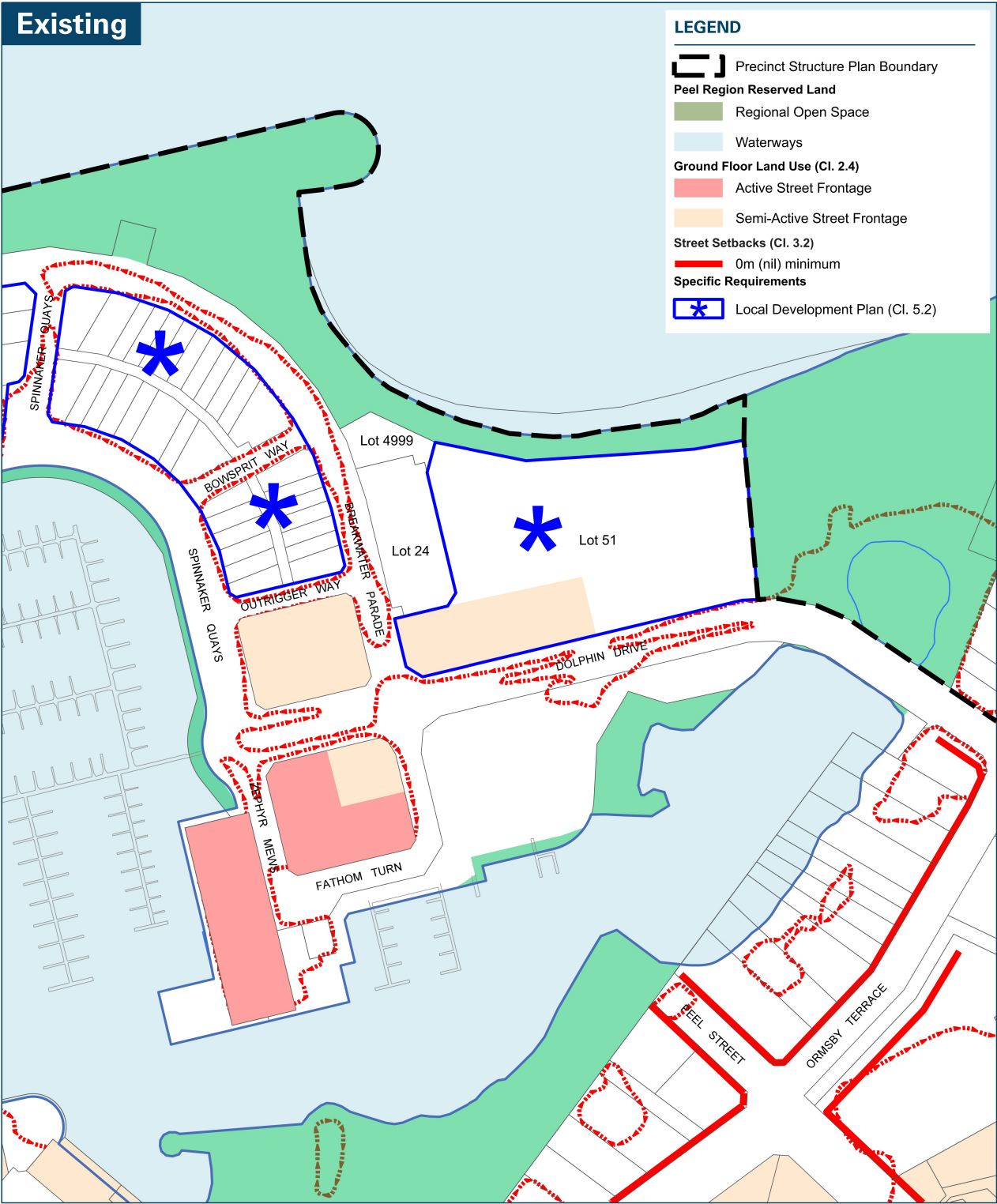
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PLAN 3 - Development Height Plan
MANDURAH STRATEGIC CENTRE PRECINCT STRUCTURE PLAN





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PLAN 4 - Additional Development Controls
MANDURAH STRATEGIC CENTRE PRECINCT STRUCTURE PLAN

CITY OF MANDURAH



Appendix C

INDICATIVE MASSING CONCEPT





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**INDICATIVE
MASSING
CONCEPT**

**LOT 24
BREAKWATER
PARADE &
PORTION OF
STRATA LOT 107
DOLPHIN DRIVE,
MANDURAH**

**Seashells
Mandurah
Ocean Marina**

Scale
NTS



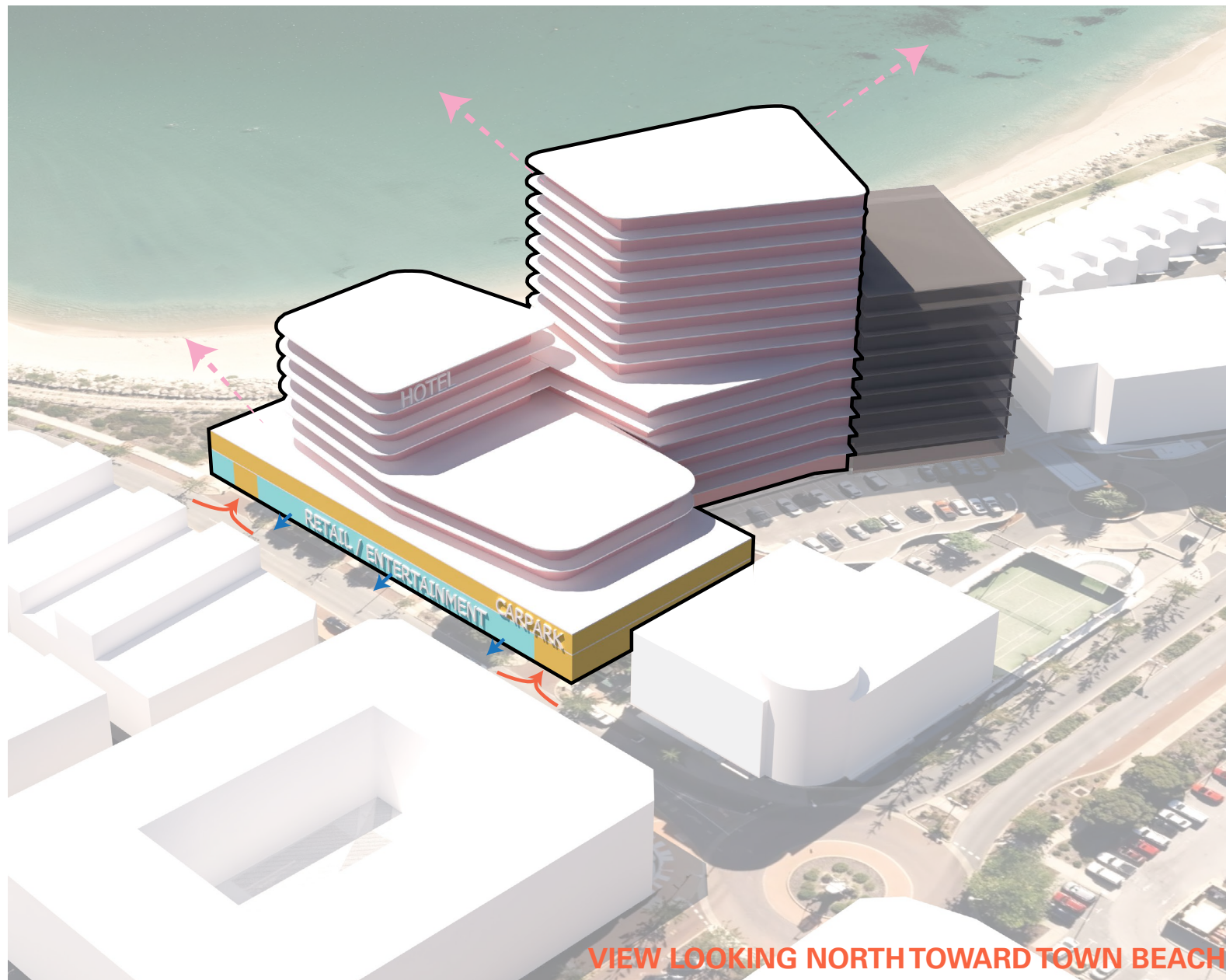
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Date
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VIEW LOOKING SOUTH-EAST FROM TOWN BEACH



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**INDICATIVE
MASSING
CONCEPT**

**LOT 24
BREAKWATER
PARADE &
PORTION OF
STRATA LOT 107
DOLPHIN DRIVE,
MANDURAH**

**Seashells
Mandurah
Ocean Marina**

Scale
NTS



Plan
13_076_008_BENV_[007]

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VIEW LOOKING NORTH TOWARD TOWN BEACH

Proposed Mandurah Strategic Centre Precinct Structure Plan – Amendment No.1 (Seashells Site): Schedule of Submissions

No.	Summary of Submission	Local Government Response
1.	Seeking clarification on whether the City's lease over the car park until 2039 means redevelopment cannot commence before that date, or whether it could occur sooner. Currently preparing a complex home modification application through the NDIS. As NDIS generally funds these modifications only once, the timing of any redevelopment is important to future decisions. Advises they may cancel the application and sell the property if construction is likely to commence within the next few years. States the development, particularly the construction phase, would have a significant impact on them. Refers to the recent seawall construction and the associated noise and dust and states they would find it difficult to cope with a similar construction period. Objects to the proposed building heights of 8 storeys on Lot 24 and 14 storeys within the Dolphin Drive precinct. Considers the proposed heights inconsistent with the existing scale and character of the marina area. Raises concerns regarding visual bulk, overshadowing, reduced sunlight and impacts on the coastal character of the area. Concerned the proposal may affect the marina character and surrounding property values. Raises concerns regarding parking impacts, including potential loss of parking, multi-storey public car parks and future paid parking. Raises concerns regarding noise, air pollution, and social and safety impacts associated with increased development. Supports development that better reflects the existing scale and character of the Mandurah Ocean Marina area.	The existing public parking licence over Lot 24 remains in place until 2039 and is not affected by the amendment. Any redevelopment before the licence expires would require the existing licence arrangements to be addressed separately. Beyond 2039, there is no planning requirement to retain public parking on the site. The amendment requires a minimum of 50 publicly accessible parking bays if Lot 24 is redeveloped. This will result in an ongoing public parking outcome. The amendment sets the planning rules for future redevelopment. It does not approve any specific development or determine when redevelopment will occur. The proposed height controls for Lot 24 provide a transition in building height. Development is limited to 4 storeys along Breakwater Parade and the foreshore. The 8 storey area is set back behind these frontages and applies only to the northern part of Lot 24. The southern part of the site remains limited to 4 storeys. The proposed 14 storey height for the undeveloped part of Strata Lot 107 is also set further back from the foreshore and surrounding streets. Potential impacts relating to visual bulk, overshadowing, sunlight access, privacy, noise, air quality and wind cannot be fully assessed through this amendment. These matters depend on the detailed design of any future development. They will be assessed through any future development application, supported by the necessary technical studies. Temporary construction impacts, including noise, dust and vibration would be managed through future development approvals and other applicable legislation. Property values are not a material planning consideration. The form and management of parking, including multi-storey or paid parking, are outside the scope of the amendment.

No.	Summary of Submission	Local Government Response
2.	Objects to the proposed 14 storey building height. Raises concerns regarding overshadowing and privacy impacts. Considers the building height should be more consistent with the height of Seashells Resort.	The proposed 14 storey height applies only to the undeveloped part of Strata Lot 107, which is set further back from Breakwater Parade and the foreshore. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. The amendment sets maximum building heights only and does not approve a specific development. Privacy and overshadowing impacts will depend on the detailed design of any future development and cannot be fully assessed through this amendment. These matters will be assessed through any future development application, supported by the necessary technical studies.
3.	Raises concerns regarding the proposed reduction in public parking on Lot 24 from 116 bays to 50 bays. Considers existing parking is heavily used, particularly on weekends and public holidays. Raises concerns regarding building height impacts on views and property value. Considers Lot 24 should remain as a public car park.	Public parking on Lot 24 is currently secured through a licence until 2039. The amendment does not affect this licence. Any redevelopment before the licence expires would require the existing licence arrangements to be addressed separately. Beyond 2039, there is no planning requirement to retain public parking on the site. The amendment requires a minimum of 50 publicly accessible parking bays if Lot 24 is redeveloped. This will result in an ongoing public parking outcome. The proposed height controls provide an appropriate transition in building height. Development on Lot 24 is limited to 4 storeys along Breakwater Parade and the foreshore, with the 8 storey area set back behind these frontages. The proposed 14 storey height applies only to the undeveloped part of Strata Lot 107, which is set further back from Breakwater Parade and the foreshore. Loss of private views and impacts on property values are not material planning considerations.
4.	Objects to the proposed redevelopment of Lot 24 and the reduction in parking provision from 100 to 50 bays. Considers the existing parking arrangements and caveat should be retained until 2039. Raises concerns regarding the future ownership, management and long-term protection of Lot 24 as land serving a public function, including public access and parking, and potential future paid or restricted parking. Supports a maximum building height of 4 storeys along Breakwater Parade, substantial upper-level setbacks and a 25m foreshore setback. Raises concerns regarding overshadowing, wind impacts, traffic, noise, loss of coastal character, and coastal hazards. Questions the consistency of the proposal with the Southern Beaches Coastal Hazard Risk Management and Adaptation Plan (CHRMAP). Requests developer funded upgrades to foreshore infrastructure, pathways, landscaping and public amenities.	Public parking on Lot 24 is secured through a licence until 2039. The amendment does not affect this licence. Any redevelopment before the licence expires would require the existing licence arrangements to be addressed separately. Beyond 2039, there is no planning requirement to retain public parking. The amendment requires a minimum of 50 publicly accessible parking bays if Lot 24 is redeveloped. This will result in an ongoing public parking outcome. Matters relating to future ownership, management and operation of the site, including paid or restricted parking, are outside the scope of the amendment. The proposed height controls provide an appropriate transition in building height. Development on Lot 24 is limited to 4 storeys along Breakwater Parade and the foreshore. The 8 storey area is set back behind these frontages. The proposed 14 storey height applies only to the undeveloped part of Strata Lot 107, which is set further back from Breakwater Parade and the foreshore. The amendment establishes the planning rules only and does not approve development. Overshadowing, wind, traffic, noise, coastal character and public

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		realm impacts depend on the detailed design of any future development. These matters will be assessed through any future development application, supported by the necessary technical studies. Any future development application will also be required to address coastal hazards in accordance with State Planning Policy 2.6. The subject land is within Planning Unit 2B of the Northern Beaches Coastal Hazard Risk Management and Adaptation Plan (CHRMAP). Future development will be assessed against the planning framework in place at the time. Requests for foreshore, pathway, landscaping and public amenity upgrades may be considered through any future development proposal.
5.	Supports redevelopment of the site, subject to the concerns raised being addressed. Raises concerns regarding the proposed 14 storey building height and considers development should be consistent with the existing scale and character of the marina precinct. Raises concerns regarding existing traffic congestion and considers a comprehensive traffic management strategy should be required. Supports adequate foreshore setbacks to maintain public access, sightlines and coastal character. Considers the development should provide inclusive public spaces and community benefits for a broad range of users.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. The amendment establishes the planning framework only and does not approve a specific development. Traffic management, foreshore setbacks, public access, sightlines and public spaces will be considered, as relevant, through any future development proposal.
6.	Raises concerns regarding existing parking constraints and the ability of the proposal to accommodate future parking demand. Raises concerns regarding traffic safety and vehicle access at the T-junction entry to the Mandurah Ocean Marina precinct. Supports investigation of traffic management improvements, including a roundabout or traffic signals. Supports consideration of resident parking measures in Breakwater Parade and surrounding streets. Raises concerns regarding vehicle queuing associated with basement parking access on Breakwater Parade. Raises concerns regarding pedestrian safety for people crossing Breakwater Parade at the roundabout.	Existing parking, traffic and pedestrian safety issues within the marina precinct are acknowledged. Vehicle access, parking demand, queuing and intersection performance will be considered, as relevant, through the assessment of any future development proposal. Requests for traffic management measures, road network upgrades and resident parking controls are outside the scope of the amendment.
7.	Objects to the proposed building heights. Raises concerns regarding the loss of parking and potential impacts on businesses at Dolphin Quay. Raises concerns regarding impacts on views and surrounding property values.	The proposed height controls for Lot 24 provide an appropriate transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. Public parking on Lot 24 is currently secured through a licence until 2039. Redevelopment prior to expiry of the licence would require the licence

No.	Summary of Submission	Local Government Response
		arrangements to be addressed separately. Beyond 2039, there is no obligation to retain public parking on the site. The amendment requires a minimum of 50 publicly accessible parking bays on Lot 24 should redevelopment occur, providing an ongoing public parking outcome. Loss of private views and potential impacts on property values are generally not material planning considerations.
8.	Does not support additional hotel accommodation, considering there is sufficient accommodation in Mandurah. Considers facilities and services for young people should be prioritised, including recreational facilities such as a ten-pin bowling centre. Considers additional accommodation for people with dementia is needed.	The Mandurah Strategic Centre – City Centre Needs Analysis forecasts demand for an additional 110–240 hotel and similar accommodation rooms by 2035 and a potential shortfall of 180–320 rooms if supply does not increase. The study also identifies capacity to support an additional 4–4.5 star hotel or resort within the catchment. The alternative community needs identified by the submitter are acknowledged. However, the amendment has been assessed based on the proposal submitted.
9.	Supports the proposal.	Noted.
10.	Supports the proposal. Considers the development would support tourism and attract younger visitors to Mandurah. Considers the proposed building height is compatible with surrounding development.	Noted.
11.	Supports the proposed planning amendments, subject to parking and transport issues being addressed. Raises concerns regarding existing parking constraints within the marina precinct and the potential for increased parking demand. Considers Lot 24 should continue to provide public parking, with long-term protection of parking numbers and accessibility. Supports the provision of a multi-storey public car park within the marina precinct and consideration of private investment partnerships to deliver additional parking. Supports improved public transport connectivity to the marina precinct.	Existing parking demand within the marina precinct is acknowledged. Public parking on Lot 24 is currently secured through a licence until 2039. Redevelopment of Lot 24 prior to expiry of the licence would require the licence arrangements to be addressed separately. Beyond 2039, there is no planning requirement to retain public parking on the site. The amendment requires a minimum of 50 publicly accessible parking bays on Lot 24 should redevelopment occur, providing an ongoing public parking outcome. Matters relating to investments in additional parking and transport initiatives within the marina precinct are outside the scope of this amendment.
12.	Considers the existing car park is an important resource for visitors, particularly during events. Raises concerns regarding the replacement of the existing car park with undercroft parking and its impacts on views from neighbouring properties. Supports development within the existing Seashells site, including development at a height similar to or a few stories higher than the existing resort, subject to further consultation.	The contribution of the existing car park to visitor parking, particularly during peak periods and events, is acknowledged. Public parking on Lot 24 is currently secured through a licence until 2039. Redevelopment prior to expiry of the licence would require the existing licence arrangements to be addressed separately. Beyond 2039, there is no planning requirement to retain public parking on the site. The amendment requires a minimum of 50 publicly accessible parking bays on Lot 24 should redevelopment occur, providing an ongoing public parking outcome. The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location.

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		The amendment establishes the planning rules only. The design of any future parking, including undercroft parking, will be considered through a future development application.
13.	Supports the proposal and considers the development should proceed.	Noted.
14.	Supports the developer's proposal for both sites.	Noted.
15.	Objects to the proposal. Raises concerns regarding impacts on views and changes to the existing character of the area.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. Loss of private views is generally not a material planning consideration.
16.	Objects to the proposed 14 storey building height. Considers the height is not consistent with the character of Mandurah Quays. Raises concerns regarding overshadowing impacts on neighbouring properties.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location.
	Supports increased activity within the marina precinct, provided residential amenity is protected.	Amenity impacts are dependent on the future built form and cannot be fully assessed at this stage. These matters will be assessed through any future development application.
17.	Generally, supports the proposal. Considers the development would improve the appearance of the area and enhance Mandurah's appeal. Supports the provision of additional public parking as part of the development. Notes the proposal may increase use of the beach area and demand for Council maintenance.	Noted.
18.	Raises concerns regarding undercroft parking on Lot 24 and the potential for occupation by homeless people if the area is not appropriately secured.	The design, security and management of any parking areas, including appropriate security measures, would be determined through a future development proposal.
19.	Objects to the proposal. Considers Town Beach should remain in public ownership and accessible for public use. Raises concerns regarding the loss of parking and access serving the marina, local businesses and beach users. Raises concerns regarding impacts on views and overshadowing of neighbouring properties.	The amendment does not affect ownership of Town Beach or public access to the foreshore. Public parking on Lot 24 is currently secured through a licence until 2039. Any redevelopment prior to expiry of the licence would require the licence arrangements to be addressed separately. The amendment requires a minimum of

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		50 publicly accessible parking bays should redevelopment occur, providing an ongoing public parking outcome beyond 2039. Loss of private views is generally not a material planning consideration. Amenity impacts are dependent on the future built form and cannot be fully assessed at this stage. These matters will be assessed through any future development application.
20.	Acknowledges the potential economic benefits of the proposal. Raises concerns regarding impacts on local amenity, liveability and the environment. Considers local residents should have significant input into the decision on the proposal.	Detailed impacts on amenity, liveability and the environment are dependent on the future built form and cannot be fully assessed at this stage. These matters will be assessed through any future development application, where relevant. Public consultation was undertaken for 42 days in accordance with the public advertising requirements.
21.	Supports growth and revitalisation, subject to concerns being addressed. Raises concerns regarding increased building height, density, character and amenity. Raises concerns regarding traffic congestion, parking demand, limited public transport and the loss of car parking. Questions whether existing infrastructure and services can support increased development. Identifies potential environmental impacts, including effects on waterways, foreshore areas, tree canopy and climate resilience. Raises concerns regarding impacts on Town Beach, surrounding foreshore areas and the local character of the precinct. Supports infrastructure upgrades, environmental protection, retention of view corridors and ongoing consultation with residents and local businesses.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. Taller development has previously been contemplated on the broader Seashells site. Privacy, overshadowing, traffic, infrastructure and environmental impacts are dependent on the future built form and cannot be fully assessed at this stage. Public parking on Lot 24 is currently secured through a licence until 2039. Redevelopment prior to expiry of the licence would require the existing licence arrangements to be addressed separately. Beyond 2039, there is no obligation to retain public parking on the site. The amendment requires a minimum of 50 publicly accessible parking bays on Lot 24 should redevelopment occur, providing an ongoing public parking outcome. Loss of private views is generally not a material planning consideration.
22.	Supports the provision of additional public parking. Raises concerns regarding the removal of parking while increasing demand within the area.	Public parking on Lot 24 is currently secured through a licence until 2039. Redevelopment prior to expiry of the licence would require the existing licence arrangements to be addressed separately. Beyond 2039, there is no obligation to retain public parking on the site. The amendment requires a minimum of 50 publicly accessible parking bays on Lot 24 should redevelopment occur, providing an ongoing public parking outcome. The adequacy of parking provision will be assessed through any future development proposal.
23.	Supports a maximum building height of 3 storeys on both sites. Considers taller buildings would adversely impact shoreline amenity and be inconsistent with the prevailing scale and character of development within the precinct.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part

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		of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. Taller development has previously been contemplated on the broader Seashells site. The proposed building height controls are considered appropriate having regard to the Marina Precinct context. Amenity impacts are dependent on the future built form and cannot be fully assessed at this stage. These matters will be assessed through any future development application.
24.	Supports development of the site adjacent to Seashells Resort. Raises concerns regarding development of the existing car park site and the loss of parking within the marina precinct.	Public parking on Lot 24 is currently secured through a licence until 2039. Redevelopment prior to expiry of the licence would require the existing licence arrangements to be addressed separately. Beyond 2039, there is no obligation to retain public parking on the site. The amendment requires a minimum of 50 publicly accessible parking bays on Lot 24 should redevelopment occur, providing an ongoing public parking outcome.
25.	Does not support additional apartment development on the site. Considers the area would be better utilised for public recreation, events and tourism related activities. Considers the proposed building height is not consistent with the existing character of the area.	The amendment has been assessed based on the proposal submitted. The Mandurah Strategic Centre Needs Analysis identifies demand for an additional 110–240 hotel and similar accommodation rooms by 2035 and a potential shortfall of 180–320 rooms if supply does not increase. The study also identifies capacity to support an additional 4–4.5 star hotel or resort within the catchment. The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location.
26.	Does not support high rise development near the coast and waterways. Considers more natural areas should be provided in preference to additional built development.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. The amendment has been assessed based on the proposal submitted. Detailed landscaping, environmental outcomes and the interface with surrounding waterways and foreshore areas will be considered through any future development proposal.

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27.	Raises concerns regarding parking constraints within the Mandurah Ocean Marina precinct. Considers existing parking infrastructure is not keeping pace with growth and demand, resulting in traffic congestion, impacts on local businesses, parking overflow into surrounding streets and limited parking availability for staff. Supports additional public parking, improved traffic management, staff parking solutions and investigation of multi-level parking options.	Existing parking constraints within the marina precinct are acknowledged. Public parking on Lot 24 is currently secured through a licence until 2039. Redevelopment prior to expiry of the licence would require the existing licence arrangements to be addressed separately. Beyond 2039, there is no planning requirement to retain public parking on the site. The amendment requires a minimum of 50 publicly accessible parking bays on Lot 24 should redevelopment occur, providing an ongoing public parking outcome. Traffic generation, parking demand, access arrangements and the adequacy of parking provision will require assessment through any future development proposal. Traffic management, staff parking and any additional parking infrastructure, including multi-level parking, are outside the scope of this amendment.
28.	Supports the provision of a continuous shared path connection between Stewart Street and Henson Reserve. Considers the pathway would improve pedestrian and cyclist safety, accessibility and connectivity. Notes the pathway would support active transport and improve access to recreational areas.	The provision of a shared path connection between Stewart Street and Henson Reserve falls outside the scope of the amendment however is recognised in the Integrated Transport Strategy and City Centre Master Plan and requires further concept planning to progress. Pedestrian and cyclist connectivity, public realm outcomes and the interface with the foreshore will be considered, where relevant, through any future development proposal.
29.	Supports the proposed planning amendments and development at Town Beach. Considers any development should provide adequate public parking for beach users. Considers a surf club would be an appropriate addition to the area.	Public parking on Lot 24 is currently secured through a licence until 2039. Redevelopment prior to expiry of the licence would require the existing licence arrangements to be addressed separately. Beyond 2039, there is no obligation to retain public parking on the site. The amendment requires a minimum of 50 publicly accessible parking bays on Lot 24 should redevelopment occur, providing an ongoing public parking outcome. The amendment has been assessed based on the proposal submitted.
30.	Objects to the reduction in parking provision. Notes the existing car park is heavily used, particularly during summer and weekends. Expresses concerns regarding access to local businesses and the ability of visitors to access the area if parking is reduced.	Public parking on Lot 24 is currently secured through a licence until 2039. Redevelopment prior to expiry of the licence would require the existing licence arrangements to be addressed separately. Beyond 2039, there is no obligation to retain public parking on the site. The amendment requires a minimum of 50 publicly accessible parking bays on Lot 24 should redevelopment occur, providing an ongoing public parking outcome.
31.	Objects to the proposal. Considers existing parking and transport infrastructure is inadequate to support additional development.	Existing parking and transport constraints within the marina precinct are acknowledged. The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade

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	Expresses concerns regarding impacts on coastal and ocean views, residential amenity and property values. Considers the proposed height, bulk and density are inconsistent with the coastal character of the precinct. Questions whether cumulative infrastructure impacts have been adequately addressed. Considers the proposal may set an undesirable precedent for future foreshore development. Supports reductions in the scale, height and density of the proposal, together with improvements to parking and infrastructure.	and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. Amenity and infrastructure impacts cannot be fully assessed at this stage and will be considered through any future development proposal. Loss of private views and potential impacts on property values are generally not material planning considerations. Future development proposals are assessed on their individual merits.
32.	Objects to the proposal. Expresses concerns regarding impacts on views, property values, traffic and access to sunlight. Notes concerns regarding alleged unpaid strata levies and other outstanding financial obligations associated with the landowner.	Loss of private views, impacts on property values, strata levies and other private financial arrangements are generally not relevant planning considerations. Traffic and sunlight impacts are dependent on the future built form and cannot be fully assessed at this stage.
33.	Supports the proposed High Density Residential, Commercial and Tourism development.	Noted.
34.	Highlights the importance of retaining parking within the area. Does not support building heights exceeding the previous plans, even by 2 storeys. Requests additional information to assist the community in understanding the proposal. Supports measures to reduce environmental impacts, including impacts on native and migratory wildlife.	Public parking on Lot 24 is currently secured through a licence until 2039. Redevelopment of Lot 24 prior to expiry of the licence would require the licence arrangements to be addressed separately. Beyond 2039, there is no planning requirement to retain public parking on the site. The amendment requires a minimum of 50 publicly accessible parking bays on Lot 24 should redevelopment occur, providing an ongoing public parking outcome. The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. Information relating to the amendment was made available during the public advertising period. Environmental impacts, including impacts on native and migratory wildlife, will be considered through any future development proposal where required.
35.	Supports a maximum building height of 8 storeys. Considers any development of the existing car park site should retain public parking to support access to the beach, Dolphin Quay and the Mandurah Ocean Marina. Notes existing parking constraints within the area.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from

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		Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. Existing parking constraints within the marina precinct are acknowledged. Public parking on Lot 24 is currently secured through a licence until 2039. Redevelopment prior to expiry of the licence would require the licence arrangements to be addressed separately. Beyond 2039, there is no planning requirement to retain public parking on the site. The amendment requires a minimum of 50 publicly accessible parking bays on Lot 24 should redevelopment occur, providing an ongoing public parking outcome.
36.	Objects to the proposal. Expresses concerns regarding impacts on views and property values. Considers the proposal would increase pressure on Comet Bay Beach and surrounding public open spaces. Notes concerns regarding parking availability, traffic congestion and limited access to and from the marina precinct. Questions whether sewerage, environmental, utility and telecommunications infrastructure can accommodate the proposed development. Expresses concerns regarding noise, increased visitor activity and impacts on residential amenity. Considers the scale of the development would result in excessive energy demand and an increased carbon footprint. Raises concerns that profits generated by the development may not remain within the local economy.	Loss of private views and potential impacts on property values are generally not material planning considerations. Traffic, parking, environmental and amenity impacts are dependent on the future built form and cannot be fully assessed at this stage. Sewerage, utility and telecommunications capacity will be assessed through any future development proposal in consultation with the relevant servicing authorities. Matters relating to business profitability and the distribution of economic benefits are generally not material planning considerations.
37.	Supports the proposal. Considers the development would attract additional business activity and tourism to the marina precinct.	Noted.
38.	Supports the proposal. Considers the development would support Mandurah's growth, tourism and local residents.	Noted.
39.	Objects to the proposed 14 storey building height. Supports a maximum building height of 10 storeys. Considers the proposed height would impact sunlight access, property values and the amenity of nearby residents. Notes increased activity within the Dolphin Quay area is generally acceptable and may encourage additional businesses to open to meet demand.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. Amenity impacts are dependent on the future built form and cannot be fully assessed at this stage. Loss of private views and potential impacts on property values are generally not material planning considerations.

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40.	Objects to the proposal. Considers the development would reduce the value of nearby residential properties. Opposes the reduction in parking provision on Lot 24 and notes existing parking shortages, particularly on weekends. Considers reduced parking would impact local businesses within Dolphin Quay. Questions the tourism need for the proposal, noting existing tourist accommodation is not fully utilised. Considers ratepayers should not be disadvantaged by the proposal.	Potential impacts on property values are generally not material planning considerations. Existing parking demand within the marina precinct is acknowledged. Public parking on Lot 24 is currently secured through a licence until 2039. Redevelopment of Lot 24 prior to expiry of the licence would require the licence arrangements to be addressed separately. Beyond 2039, there is no planning requirement to retain public parking on the site. The amendment requires a minimum of 50 publicly accessible parking bays on Lot 24 should redevelopment occur, providing an ongoing public parking outcome. The Mandurah Strategic Centre Needs Analysis identifies demand for an additional 110–240 hotel and similar accommodation rooms by 2035 and a potential shortfall of 180–320 rooms if supply does not increase. The study also identifies capacity to support an additional 4–4.5 star hotel or resort within the catchment. The amendment has been assessed on its planning merits.
41.	Objects to the proposal. Opposes the proposed 14 storey height on the undeveloped portion of Strata Lot 107 and considers it excessive. Opposes the proposed 8 storey height on Lot 24 and considers it inconsistent with the surrounding residential context. Notes potential impacts on views, outlook, sunlight access, privacy, property values, wind conditions and construction related impacts. Considers purchasers had no reasonable expectation that Lot 24 would be developed to the proposed scale. Opposes the reduction in parking provision on Lot 24 and supports replacement parking on a like-for-like basis. Questions whether the proposed minimum of 50 public parking bays is adequate. Considers key technical assessments, including shadow, wind, view, traffic and parking studies, should be completed before the amendment is determined. Supports further consultation once technical studies are available. Considers the proposed height limits should be reduced and that assessment of key development impacts should not be deferred to the Local Development Plan process.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. Amenity impacts are dependent on the future built form and cannot be fully assessed at this stage. Loss of private views and potential impacts on property values are generally not material planning considerations. Temporary construction impacts are not relevant to the assessment of the amendment and would be addressed through future development approvals and other applicable legislation. Public parking on Lot 24 is currently secured through a licence until 2039. Redevelopment prior to expiry of the licence would require the licence arrangements to be addressed separately. Beyond 2039, there is no planning requirement to retain public parking on the site. The amendment requires a minimum of 50 publicly accessible parking bays on Lot 24 should redevelopment occur, providing an ongoing public parking outcome. Detailed technical investigations, including traffic, parking, servicing, wind, shadow and environmental assessments (where required), will accompany any future development application. The City will assess all supporting technical information before determining any future development application.
42.	Submission received 15 June 2026 On behalf of Seashells Resort Mandurah and interests within Strata Lot 107. Supports development of Lot 107 in principle and remains interested in an	Submission received 15 June 2026 The City notes the submitter's support for the redevelopment of Lot 107 in principle.

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	appropriate development outcome. Considers additional consultation with owners within Strata Lot 107 is required prior to progressing the proposal. Notes any future development may have implications for the strata scheme and existing owners. Identifies concerns regarding public parking, traffic, building height, amenity and impacts on views. Notes concerns regarding the sale process for Lot 24 and the absence of a public tender process. Supports an extension of the consultation period to allow further owner consultation and preparation of a consolidated submission.	Matters relating to the strata scheme are private matters and are not planning considerations relevant to the assessment of the amendment. The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. The detailed design of any future development will be assessed through the development application process. This includes traffic, parking and amenity impacts. The assessment will be supported by the necessary technical studies. Loss of private views is generally not a material planning consideration. Public parking on Lot 24 is currently secured through a licence until 2039. The amendment does not affect this licence. Redevelopment prior to expiry of the licence would require the licence arrangements to be addressed separately. Beyond 2039, there is no planning requirement to retain public parking on the site. The amendment requires a minimum of 50 publicly accessible parking bays on Lot 24 should redevelopment occur, providing an ongoing public parking outcome. Lot 24 was previously owned by the State Government. The City was not involved in the sale of the land. The sale process is not relevant to the assessment of this planning amendment. This includes whether a public tender occurred.
	Submission received 24 July 2026 Does not object to the strategic intent of tourism and mixed-use redevelopment within the Mandurah Ocean Marina precinct. Seeks amendments to the planning framework to require future assessment of impacts on marina and ocean views, vehicular access and traffic, overshadowing, parking and the interface with adjoining properties. Requests ongoing consultation with adjoining landowners during future planning and development processes. Supports strengthening the planning framework to provide greater certainty for future redevelopment outcomes.	Submission received 24 July 2026 The amendment identifies the land uses, building heights and development requirements for the site. Loss of private views is generally not a material planning consideration. Future development applications will be assessed against the relevant State Planning Policies, Local Planning Scheme No. 12 and the Mandurah Strategic Centre Precinct Structure Plan, including matters such as traffic and access, parking, overshadowing, privacy, built form and the interface with adjoining properties. A site-specific Local Development Plan is also required before any development occurs and will establish site-specific design requirements for the redevelopment of the site.
43.	Objects to the proposed building heights on Lot 24 and Strata Lot 107. Considers the proposed scale and bulk are inconsistent with the character of the Mandurah Ocean Marina and would dominate the waterfront setting. Notes potential impacts on views, public amenity, openness and the coastal character of the precinct.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part

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	Considers the proposal may increase overshadowing of the foreshore, beach, public pathways and open spaces. Notes concerns regarding the potential precedent for further height increases within the marina precinct. Supports lower building heights that are more consistent with the surrounding area and waterfront context.	of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. Amenity impacts are dependent on the future built form and cannot be fully assessed at this stage. Loss of private views is generally not a material planning consideration. Future development proposals are assessed on their individual merits having regard to the applicable planning framework.
44.	Objects to the proposal. Considers the development would adversely impact the coastal character of the area. Notes concerns regarding increased population density, traffic congestion and the limited road access to the marina precinct. Considers infrastructure planning should occur alongside future development.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. Traffic and servicing impacts are dependent on the future built form and cannot be fully assessed at this stage. Infrastructure capacity will be assessed through any future development application in consultation with the relevant servicing authorities.
45.	Objects to the proposal. Questions the statement that the proposed 14 storey height on Strata Lot 107 is only two storeys higher than previously approved development and requests clarification. Considers the proposed building heights on Lot 24 and Strata Lot 107 are excessive and inconsistent with the existing character of the marina precinct. Notes concerns regarding impacts on views, building bulk, overshadowing and precinct character. Opposes the reduction in public parking on Lot 24 and considers it would adversely impact access to Town Beach, the marina precinct and surrounding businesses. Questions whether the proposed parking provision is adequate. Considers the proposed increase in density would adversely impact traffic, road access and infrastructure capacity. Notes concerns regarding the single access point to the marina precinct and emergency access. Considers the proposal would result in unacceptable shadow impacts on public spaces and adjoining properties. Supports retention of the existing height limits on Strata Lot 107 and rejection of the proposed amendments on public interest grounds.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. A previous approval allowed development of up to 12 storeys on part of Strata Lot 107. Amenity, traffic, access and infrastructure impacts are dependent on the future built form and cannot be fully assessed at this stage. Loss of private views is generally not a material planning consideration. Existing parking demand within the marina precinct is acknowledged. Public parking on Lot 24 is currently secured through a licence until 2039. Redevelopment prior to expiry of the licence would require the licence arrangements to be addressed separately. Beyond 2039, there is no planning requirement to retain public parking on the site. The amendment requires a minimum of 50 publicly accessible parking bays on Lot 24 should redevelopment occur, providing an

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46. Objects to the proposed 8 storey building height. Considers the proposed height would adversely impact the character and appearance of the precinct. Supports building heights consistent with the existing Seashells Resort.	ongoing public parking outcome. The adequacy of parking provision and access arrangements will require assessment through any future development proposal. The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. Taller development has previously been contemplated on the broader Seashells site, including a 12 storey approval within the resort precinct. The additional building height is considered appropriate having regard to the site's strategic waterfront location.
47. Objects to the proposal. Considers the amendment documentation does not adequately address the potential financial, governance and strata implications for existing owners within SP48817, including impacts on unit entitlements, levy contributions, voting rights, management arrangements and use of common facilities. Notes concerns regarding the proposed building heights and increased development intensity on Lot 107. Considers existing owners may be exposed to additional operational, maintenance, insurance and reserve fund liabilities. Requests further assessment of the strata, governance and financial implications prior to determination of the amendment.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. Matters relating to unit entitlements, levy contributions, voting rights, management arrangements, use of common facilities, insurance, reserve funds and other financial or governance matters are not planning matters relevant to the assessment of the amendment. The amendment proposes planning controls only and does not approve development.
48. Objects to building heights exceeding 8 storeys and does not support higher buildings being used as a precedent for future development. Supports a greater focus on residential development within the city centre and surrounding areas. Considers mixed-use development should be limited to uses that support permanent residents, including retail, health care and residential services. Opposes the reduction in public parking associated with beach access and notes existing parking areas are heavily used during peak periods. Considers improvements to active transport infrastructure are required to reduce reliance on private vehicles.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. Future development proposals are assessed on their individual merits having regard to the applicable planning framework.

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	Public parking on Lot 24 is currently secured through a licence until 2039. Redevelopment prior to expiry of the licence would require the licence arrangements to be addressed separately. Beyond 2039, there is no planning requirement to retain public parking on the site. The amendment requires a minimum of 50 publicly accessible parking bays on Lot 24 should redevelopment occur, providing an ongoing public parking outcome. The importance of active transport infrastructure is recognised. It is not specifically proposed through this amendment.
49. Objects to the proposed building heights on Lot 24 and Strata Lot 107. Considers the proposed scale and bulk are inconsistent with the character of the Mandurah Ocean Marina and waterfront setting. Notes potential impacts on views, amenity and the openness of the foreshore. Considers the proposal would result in increased overshadowing of the foreshore, beach, public spaces and surrounding streets. Notes concerns regarding the potential precedent for further height increases within the marina precinct. Supports lower building heights that are more consistent with the existing character and scale of the area.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. Amenity impacts are dependent on the future built form and cannot be fully assessed at this stage. Loss of private views is generally not a material planning consideration. Future development proposals are assessed on their individual merits having regard to the applicable planning framework.
50. Objects to the proposal. Considers the proposed 14 storey height is inconsistent with the established character and scale of Strata Plan 48817 and the surrounding area. Supports building heights consistent with the existing Seashells Resort development. Notes concerns regarding traffic, parking demand, infrastructure capacity and residential amenity, view loss and excessive building bulk. Questions the ownership and approval process relating to Lot 24, including whether affected owners were appropriately notified and consulted. Questions the legal and planning basis for development of Lot 107 within Strata Plan 48817 and considers these matters should be resolved prior to determination of the proposal. Supports further investigation of these matters before the proposal proceeds.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. Amenity impacts are dependent on the future built form and cannot be fully assessed at this stage. Loss of private views is generally not a material planning consideration. Traffic, parking demand and infrastructure capacity will require assessment through any future development proposal. Matters relating to ownership, strata administration and legal arrangements are not planning matters relevant to the assessment of the amendment.
51. Objects to the proposal. Considers the proposed building heights on Lot 24 and Strata Lot 107 are excessive and inconsistent with the character of the Mandurah Ocean Marina. Notes concerns regarding, overshadowing, wind effects, privacy and view loss.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from

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	Opposes the reduction in public parking and considers it would adversely affect access to Town Beach, the marina precinct and surrounding businesses. Considers the amendment is not supported by sufficient technical information, including traffic, parking, visual impact, wind, overshadowing and infrastructure assessments. Questions whether the proposed planning concessions are justified by a demonstrated public benefit. Notes concerns regarding the precedent for similar height increases elsewhere within the marina precinct. Supports retaining adequate public parking, protecting waterfront access and limiting building heights to a scale consistent with the existing precinct character.	Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. Amenity impacts are dependent on the future built form and cannot be fully assessed at this stage. Loss of private views is generally not a material planning consideration. Public parking on Lot 24 is currently secured through a licence until 2039. Redevelopment prior to expiry of the licence would require the existing licence arrangements to be addressed separately. Beyond 2039, there is no planning requirement to retain public parking on the site. The amendment requires a minimum of 50 publicly accessible parking bays on Lot 24 should redevelopment occur, providing an ongoing public parking outcome beyond 2039. Detailed technical investigations, including traffic, parking, servicing, wind, shadow and environmental assessments (where required), will accompany any future development application. The City will assess all supporting technical information before determining any future development application. Future development proposals are assessed on their individual merits having regard to the applicable planning framework.
52.	Objects to the proposed building height increases on Lot 24 and Strata Lot 107. Considers the proposed heights are inconsistent with the character of the Mandurah Ocean Marina and would impact views and sunlight access. Questions whether the proposed increase in development intensity, including the reduction in public parking, is justified. Supports retaining development controls that protect the character and public benefits of the marina precinct.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. Amenity impacts are dependent on the future built form and cannot be fully assessed at this stage. Public parking on Lot 24 is secured through a licence until 2039, which is unaffected by the amendment. Redevelopment prior to expiry of the licence would require the existing licence arrangements to be addressed separately. The amendment does not establish a redevelopment timeframe. Beyond 2039, there is no planning requirement to retain public parking on the site. The amendment requires a minimum of 50 publicly accessible parking bays on Lot 24 should redevelopment occur, providing an ongoing public parking outcome beyond 2039.
53.	Objects to the proposal. Considers the proposed building heights are excessive and inconsistent with the character of the Mandurah Ocean Marina. Supports building heights consistent with the existing scale of development. Opposes the loss of public parking and supports the retention or replacement of public parking within	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part

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	the precinct. Considers the proposal may set an undesirable precedent for future high-rise development along the Mandurah coastline.	of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. Public parking on Lot 24 is secured through a licence until 2039, which is unaffected by the amendment. Redevelopment prior to expiry of the licence would require the existing licence arrangements to be addressed separately. The amendment does not establish a redevelopment timeframe. Beyond 2039, there is no planning requirement to retain public parking on the site. The amendment requires a minimum of 50 publicly accessible parking bays on Lot 24 should redevelopment occur, providing an ongoing public parking outcome beyond 2039. Future development proposals will be assessed on their individual merits having regard to the applicable planning framework.
54.	Supports appropriate development within the marina precinct. Objects to the proposed building heights on Lot 24 and Strata Lot 107. Considers the proposed heights are inconsistent with the character of the Mandurah Ocean Marina. Notes concerns regarding impacts on views, overshadowing, wind effects, traffic and parking. Considers the proposal may set a precedent for further height increases within the marina precinct. Supports a lower scale of development that maintains the character of the area.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. Amenity, traffic and parking impacts are dependent on the future built form and cannot be fully assessed at this stage. Loss of private views is generally not a material planning consideration. Public parking on Lot 24 is secured through a licence until 2039, which is unaffected by the amendment. Redevelopment prior to expiry of the licence would require the existing licence arrangements to be addressed separately. The amendment does not establish a redevelopment timeframe. Beyond 2039, there is no planning requirement to retain public parking on the site. The amendment requires a minimum of 50 publicly accessible parking bays on Lot 24 should redevelopment occur, providing an ongoing public parking outcome beyond 2039. Future development proposals will be assessed on their individual merits having regard to the applicable planning framework.
55.	Objects to the proposal. Considers the proposed building heights are excessive and inconsistent with the character of the Mandurah Ocean Marina. Opposes the loss of public parking and supports the retention of adequate public parking within the precinct. Considers the proposal may set an undesirable precedent for future high rise development along the Mandurah coastline.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location.

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		Public parking on Lot 24 is secured through a licence until 2039, which is unaffected by the amendment. Redevelopment prior to expiry of the licence would require the existing licence arrangements to be addressed separately. The amendment does not establish a redevelopment timeframe. Beyond 2039, there is no planning requirement to retain public parking on the site. The amendment requires a minimum of 50 publicly accessible parking bays on Lot 24 should redevelopment occur, providing an ongoing public parking outcome beyond 2039. Future development proposals will be assessed on their individual merits having regard to the applicable planning framework.
56.	Supports appropriate development of Lot 24 and Strata Lot 107, subject to parking, traffic, building height and public amenity impacts being appropriately addressed, including protection of public access to the foreshore.	Noted.
57.	Objects to the proposal. Considers the proposed building heights on Lot 24 and Strata Lot 107 are excessive and inconsistent with the character of the Mandurah Ocean Marina. Notes concerns regarding overshadowing, wind impacts, privacy and views. Opposes the reduction in public parking. Considers the amendment is not supported by sufficient evidence or technical assessment and does not demonstrate a clear public benefit. Notes concerns regarding the precedent for future development within the marina precinct.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. Amenity impacts are dependent on the future built form and cannot be fully assessed at this stage. Loss of private views is generally not a material planning consideration. Detailed technical investigations, including traffic, parking, servicing, wind, overshadowing and environmental assessments (where required), will accompany any future development application. Public parking on Lot 24 is secured through a licence until 2039, which is unaffected by the amendment. Redevelopment prior to expiry of the licence would require the existing licence arrangements to be addressed separately. The amendment does not establish a redevelopment timeframe. Beyond 2039, there is no planning requirement to retain public parking on the site. The amendment requires a minimum of 50 publicly accessible parking bays on Lot 24 should redevelopment occur, providing an ongoing public parking outcome beyond 2039. Future development proposals will be assessed on their individual merits having regard to the applicable planning framework.
58.	Objects to development exceeding the height of the existing Seashells Resort. Considers the proposal would result in loss of views. Notes concerns regarding parking availability, traffic congestion and the capacity of the existing road network. Considers the proposal would primarily benefit the developer rather than existing residents.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from

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	Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. Loss of private views is generally not a material planning consideration. Traffic and parking impacts are dependent on the future built form and cannot be fully assessed at this stage. Public parking on Lot 24 is secured through a licence until 2039, which is unaffected by the amendment. Redevelopment prior to expiry of the licence would require the existing licence arrangements to be addressed separately. The amendment does not establish a redevelopment timeframe. Beyond 2039, there is no planning requirement to retain public parking on the site. The amendment requires a minimum of 50 publicly accessible parking bays on Lot 24 should redevelopment occur, providing an ongoing public parking outcome beyond 2039.
59. Objects to the proposal. Opposes the reduction in public parking and considers it is inconsistent with the increased demand generated by additional residents and visitors. Considers the proposed building heights and density are excessive and inconsistent with the existing character of the precinct. Notes concerns regarding traffic congestion, impacts on views, beach access and local infrastructure. Considers the proposal may adversely impact the coastal environment and set a precedent for increased building heights along the coastline. Supports completion of Lot 107 but not in the form proposed.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. Public parking on Lot 24 is secured through a licence until 2039, which is unaffected by the amendment. Redevelopment prior to expiry of the licence would require the existing licence arrangements to be addressed separately. The amendment does not establish a redevelopment timeframe. Beyond 2039, there is no planning requirement to retain public parking on the site. The amendment requires a minimum of 50 publicly accessible parking bays on Lot 24 should redevelopment occur, providing an ongoing public parking outcome beyond 2039. Traffic, infrastructure, environmental and coastal character impacts are dependent on the future built form and cannot be fully assessed at this stage. Loss of private views is not a material planning consideration. Future development proposals are assessed on their individual merits having regard to the applicable planning framework. Future development proposals will be assessed on their individual merits having regard to the applicable planning framework.
60. Objects to the proposal. Considers the proposed building heights are excessive and incompatible with the marina precinct. Notes concerns regarding traffic congestion, road capacity and pedestrian safety. Opposes the reduction in public parking and	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade

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	considers it would adversely impact access to Town Beach and surrounding businesses. Notes concerns regarding construction impacts, including noise, dust and vibration.	and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. Public parking on Lot 24 is secured through a licence until 2039, which is unaffected by the amendment. Redevelopment prior to expiry of the licence would require the existing licence arrangements to be addressed separately. The amendment does not establish a redevelopment timeframe. Beyond 2039, there is no planning requirement to retain public parking on the site. The amendment requires a minimum of 50 publicly accessible parking bays should redevelopment occur, securing an ongoing public parking outcome beyond 2039. Traffic, road capacity and pedestrian safety impacts are dependent on the future built form and cannot be fully assessed at this stage. Temporary construction impacts, including noise, dust and vibration, will be addressed through future development approvals and other applicable legislation.
61.	Supports redevelopment in principle. Concerned with the reduction in public parking on Lot 24 (approximately 110 existing bays to a proposed minimum of 50 public bays). Concerned with the proposed 8 and 14 storey height limits adjacent to existing 2 to 4 storey development. Notes no supporting traffic, parking demand, overshadowing, loss of views or wind impact assessments have been provided. Identifies an inconsistency between proposal documents regarding the land subject to the 14 storey height allowance (Lot 51 versus part of Strata Lot 107). Requests further assessment and clarification before the amendment proceeds, including: • Traffic and parking impacts. • Overshadowing, loss of views and wind impacts. • Land subject to the 14 storey height limit. • Future public parking provision and allocation. • Existing car park licence arrangements and any restrictive covenant. • Current and proposed zoning of Lot 24. • Applicable parking requirements. • Whether previous approvals contemplated an 8 storey or 12 storey building. • Planning provisions to be carried forward to future approval stages. • Purpose of the unlabelled dark grey tower shown in Appendix C.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. References to Lot 51 in the proposal documents are incorrect and will be amended to refer to Lot 107. Previous approvals contemplated a 12 storey building for Stage 2 of the Seashells Resort. The unlabelled dark grey tower shown in Appendix C is an indicative representation of potential future built form on the undeveloped part of Strata Lot 107 and does not represent an approved development. Amenity impacts are dependent on the future built form and cannot be fully assessed at this stage. Loss of private views is generally not a material planning consideration. Detailed technical investigations, including traffic, parking, servicing, wind, shadow and environmental assessments (where required), will accompany any future development application. The City will assess all supporting technical information before determining any future development application. Public parking on Lot 24 is currently secured through a licence until 2039. Redevelopment prior to expiry of the licence would require the existing licence arrangements to be addressed separately. Beyond 2039, there is no planning requirement to retain public parking on the site. The amendment requires a minimum of 50 publicly accessible parking bays on Lot 24 should redevelopment occur, providing an ongoing public parking outcome beyond 2039.

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		The Certificate of Title also records a restrictive covenant and a caveat affecting the land. These are separate legal matters and do not affect the planning assessment of the amendment. Lot 24 is zoned Strategic Centre under Local Planning Scheme No. 12. Under the Mandurah Strategic Centre Precinct Structure Plan, it is currently identified as a Public Parking Node within the Medium Density Residential Precinct. The amendment proposes to retain the Public Parking Node and apply Mixed Use and Tourism precinct classifications, together with an R-AC1 density code and site-specific development controls. Further details of the proposed planning framework are provided in the body of the report. Applicable parking requirements and the relevant Precinct Structure Plan provisions will be applied through any future development application.
62.	Objects to the amendment. Considers the proposed 14 storey building inconsistent with the character of the area and previous height limits. Concerned the reduction in public parking will affect marina users and local businesses. Considers the development may increase traffic, create overshadowing and wind impacts, and adversely affect neighbouring properties.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. Public parking on Lot 24 is currently secured through a licence until 2039. Redevelopment prior to expiry of the licence would require the existing licence arrangements to be addressed separately. Beyond 2039, there is no planning requirement to retain public parking on the site. The amendment requires a minimum of 50 publicly accessible parking bays on Lot 24 should redevelopment occur, providing an ongoing public parking outcome beyond 2039. Traffic and amenity impacts are dependent on the future built form and cannot be fully assessed at this stage. Potential impacts on commercial competition are generally not material planning considerations.
63.	Objects to the amendment. Considers the proposed 14 storey height on Strata Lot 107 and 8 storey height on Lot 24 excessive and inconsistent with the surrounding built form. Notes no supporting technical assessments have been provided to demonstrate impacts on amenity. Considers the proposal will adversely affect views, privacy, overshadowing, wind conditions and character. Opposes the reduction of public parking on Lot 24 from 110 bays to a minimum of 50 bays. Notes Lot 24 is currently identified as a Public Parking Node and considers existing owners had a reasonable expectation the site would remain available for public parking. Requests reduced building heights, retention of public parking, completion of technical studies, and further consultation before the amendment is determined.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. Amenity impacts are dependent on the future built form and cannot be fully assessed at this stage. Detailed technical investigations, including traffic, parking,

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64. Objects to the amendment. Notes Lot 24 and Lot 107 provide important public parking serving the marina precinct. Considers existing parking is already insufficient and any reduction will adversely affect visitors, local businesses and tourism. Notes hotel and tourism development is likely to increase parking demand. Considers alternative parking options are limited, particularly for elderly and mobility impaired visitors. Requests retention of public parking and consideration of community impacts before further development proceeds.	wind and overshadowing assessments, will accompany any future development application. Loss of private views is generally not a material planning consideration. The amendment retains the Public Parking Node on Lot 24 while also applying Mixed Use and Tourism precinct classifications and site-specific development controls. Public parking on Lot 24 is currently secured through a licence until 2039, which is unaffected by the amendment. Redevelopment prior to expiry of the licence would require the existing licence arrangements to be addressed separately. Beyond 2039, there is no planning requirement to retain public parking on the site. The amendment requires a minimum of 50 publicly accessible parking bays on Lot 24 should redevelopment occur, providing an ongoing public parking outcome beyond 2039. Public consultation was undertaken for 42 days in accordance with the public advertising requirements. Existing parking constraints within the marina precinct are acknowledged. Public parking on Lot 24 is currently secured through a licence until 2039, which is unaffected by the amendment. Redevelopment prior to expiry of the licence would require the existing licence arrangements to be addressed separately. Beyond 2039, there is no planning requirement to retain public parking on the site. The amendment requires a minimum of 50 publicly accessible parking bays on Lot 24 should redevelopment occur, providing an ongoing public parking outcome beyond 2039. The adequacy of parking provision will be assessed through any future development application.
65. Objects to the amendment. Considers the proposed 14 storey height on Lot 107 and 8 storey height on Lot 24 excessive and inconsistent with the existing character of the area. Considers the increased building heights will adversely affect amenity. Opposes the reduction of public parking from 110 bays to 50 bays and considers this will reduce access to Town Beach and the marina precinct. Notes future development is likely to increase parking demand. Requests the amendment be refused in its current form.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. Amenity impacts are dependent on the future built form and cannot be fully assessed at this stage. Public parking on Lot 24 is currently secured through a licence until 2039, which is unaffected by the amendment. Redevelopment prior to expiry of the licence would require the existing licence arrangements to be addressed separately. Beyond 2039, there is no planning requirement to retain public parking on the site. The amendment requires a minimum of 50 publicly accessible parking bays on Lot 24 should redevelopment occur, providing an ongoing public parking outcome beyond 2039. The adequacy of parking provision will be assessed through any future development application.

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66.	Objects to the amendment. Considers development on Lot 24 above two storeys will reduce sunlight to nearby properties. Considers the proposed buildings are excessive in scale and will dominate the beachfront. Notes increased traffic will worsen existing congestion. Supports the existing Seashells development form and considers the proposal provides insufficient setback and transition from the foreshore.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. Amenity, traffic, and interface impacts are dependent on the future built form and cannot be fully assessed at this stage. Detailed technical assessments (where required) will accompany any future development application.
67.	Does not oppose redevelopment in principle. Concerned the proposal will reduce public parking and increase parking demand within the marina precinct. Notes the surrounding road network has limited capacity. Considers the proposed 14 storey height, scale and intensity are not adequately justified and may adversely affect the character of the marina precinct. Notes the amendment is not supported by traffic, parking, overshadowing, wind or visual impact assessments. Supports protection of public access, pedestrian connections and sightlines to the foreshore. Seeks long-term public parking and access arrangements to be secured through enforceable planning mechanisms. Considers any increase in development potential should deliver clear and measurable public benefits.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. Public parking on Lot 24 is currently secured through a licence until 2039, which is unaffected by the amendment. Redevelopment prior to expiry of the licence would require the existing licence arrangements to be addressed separately. Beyond 2039, there is no planning requirement to retain public parking on the site. The amendment requires a minimum of 50 publicly accessible parking bays on Lot 24 should redevelopment occur, providing an ongoing public parking outcome beyond 2039. Traffic, parking, amenity and public realm outcomes, including pedestrian connections and foreshore access, are dependent on the future built form and cannot be fully assessed at this stage. Detailed technical investigations (where required) will accompany any future development application. The amendment establishes the planning framework only and does not approve a specific development.
68.	Objects to the amendment. Considers the proposed height and built form are excessive and inconsistent with the coastal character of the area. Concerned the development will result in loss of views, overshadowing and reduced privacy for nearby residents. Notes increased density will place additional pressure on parking, traffic and local infrastructure. Considers taller buildings may create adverse wind impacts and increase noise and activity within the precinct. Notes construction will cause disruption to residents. Considers the proposal may adversely affect property values and set a precedent for further height and density increases. Requests reduced building height and assessment of amenity, traffic, parking, infrastructure and environmental impacts before approval.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location.

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		Loss of private views and potential impacts on property values are generally not material planning considerations. Amenity, traffic, infrastructure and environmental impacts are dependent on the future built form and cannot be fully assessed at this stage. Temporary construction impacts are not relevant to the assessment of the amendment and will be addressed through future development approvals and other applicable legislation. Future development proposals will be assessed on their individual merits having regard to the applicable planning framework.
69.	Objects to the amendment. Notes Lot 24 has historically functioned as public parking and considers redevelopment is inconsistent with community expectations for the site. Concerned the proposed zoning may introduce entertainment uses close to existing homes, resulting in amenity impacts. Notes Lot 24 provides important public access to Town Beach and the Surf Break and supports retention of convenient public parking and access. Requests consideration of the site's public function, residential amenity and existing parking arrangements before any changes to zoning or development potential are approved.	The amendment recognises the importance of maintaining public parking on Lot 24 by requiring a minimum of 50 publicly accessible parking bays if the site is redeveloped. Public parking on Lot 24 is currently secured through a licence until 2039, which is unaffected by the amendment. Redevelopment prior to expiry of the licence would require the existing licence arrangements to be addressed separately. Beyond 2039, there is no planning requirement to retain public parking on the site. Amenity and public access outcomes are dependent on the future built form and cannot be fully assessed at this stage.
70.	Objects to the amendment. Considers the proposed 14 storey height on Lot 107 excessive and inconsistent with the marina character. Concerned redevelopment of Lot 24 may reduce public parking in an area of high demand. Notes the proposal may adversely affect the coastal setting and waterfront amenity. Considers the height increase is not adequately justified and may set a precedent for further high rise development. Notes increased development intensity will place additional pressure on traffic and infrastructure.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. The amendment recognises the importance of maintaining public parking on Lot 24 by requiring a minimum of 50 publicly accessible parking bays if the site is redeveloped. Public parking on Lot 24 is currently secured through a licence until 2039, which is unaffected by the amendment. Redevelopment prior to expiry of the licence would require the existing licence arrangements to be addressed separately. Beyond 2039, there is no planning requirement to retain public parking on the site. Potential impacts on the coastal setting, waterfront amenity, traffic and infrastructure are dependent on the future built form and cannot be fully assessed at this stage. Future development proposals will be assessed on their individual merits having regard to the applicable planning framework.

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71.	Objects to the amendment. Concerned the proposed built form may result in overshadowing, loss of sunlight and loss of ocean views. Notes no overshadowing assessment has been provided. Considers mixed-use and entertainment uses may adversely affect residential amenity. Considers the proposed parking provision is insufficient and will increase congestion.	Loss of private views is generally not a material planning consideration. Amenity impacts are dependent on the future built form and cannot be fully assessed at this stage. The amendment recognises the importance of maintaining public parking on Lot 24 by requiring a minimum of 50 publicly accessible parking bays if the site is redeveloped. Public parking on Lot 24 is currently secured through a licence until 2039, which is unaffected by the amendment. Redevelopment prior to expiry of the licence would require the existing licence arrangements to be addressed separately. Beyond 2039, there is no planning requirement to retain public parking on the site.
72.	Supports rezoning of Lot 24 to Tourism. Considers development on Lot 24 should be limited to 3 to 4 storeys, consistent with surrounding development. Opposes the proposed increase in height on Lot 107 beyond 8 storeys. Considers taller buildings will detract from the character of the marina precinct.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location.
73.	Objects to the amendment. Notes the existing car park is heavily used by visitors to Town Beach, the marina and surrounding businesses. Considers the loss of public parking will worsen existing parking shortages. Supports retaining Lot 24 as a public car park and limiting redevelopment to the undeveloped portion of Lot 107.	The amendment recognises the importance of maintaining public parking on Lot 24 by requiring a minimum of 50 publicly accessible parking bays if the site is redeveloped. Public parking on Lot 24 is currently secured through a licence until 2039, which is unaffected by the amendment. Redevelopment prior to expiry of the licence would require the existing licence arrangements to be addressed separately. Beyond 2039, there is no planning requirement to retain public parking on the site.
74.	Objects to the amendment. Considers the proposed increase in building heights will adversely affect the character of the foreshore and Town Beach. Considers the proposed built form is inappropriate for the location.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. Built form outcomes are dependent on the future development proposal and cannot be fully assessed at this stage.
75.	Does not oppose redevelopment of Lot 24 and Lot 107 in principle. Considers the proposed scale is excessive and inconsistent with the existing area. Notes the development may place additional pressure on parking and infrastructure. Considers the proposed built form will adversely affect the beachfront and existing residential amenity. Supports a reduced scale of development more consistent with the surrounding area.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for

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		additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. The amendment recognises the importance of maintaining public parking on Lot 24 by requiring a minimum of 50 publicly accessible parking bays if the site is redeveloped. Public parking on Lot 24 is currently secured through a licence until 2039, which is unaffected by the amendment. Redevelopment prior to expiry of the licence would require the existing licence arrangements to be addressed separately. Beyond 2039, there is no planning requirement to retain public parking on the site. Built form, infrastructure and amenity impacts are dependent on the future development proposal and cannot be fully assessed at this stage.
76.	Objects to the amendment. Considers redevelopment of Lot 24 and Lot 107 will adversely affect the character of the marina precinct and increase traffic within the surrounding area.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. Traffic impacts are dependent on the future development proposal and cannot be fully assessed at this stage.
77.	Does not oppose redevelopment of the Seashells site. Opposes the loss of the existing 110 public parking bays and considers parking demand already exceeds available supply. Considers a reduction in parking will adversely affect access to the marina precinct and surrounding businesses. Notes nearby public car parks are already heavily used.	The amendment recognises the importance of maintaining public parking on Lot 24 by requiring a minimum of 50 publicly accessible parking bays if the site is redeveloped. Public parking on Lot 24 is currently secured through a licence until 2039, which is unaffected by the amendment. Redevelopment prior to expiry of the licence would require the existing licence arrangements to be addressed separately. Beyond 2039, there is no planning requirement to retain public parking on the site.
78.	Objects to the amendment. Considers the proposed 14 storey and 8 storey height limits excessive and inconsistent with the existing marina and foreshore character. Considers the proposed built form will adversely affect the amenity of the area. Opposes the reduction of public parking from 110 bays to 50 bays and considers this will adversely affect access to Town Beach, the marina precinct and surrounding businesses. Notes future development is likely to increase parking demand and congestion. Requests the amendment be refused or substantially revised.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. Built form and amenity impacts are dependent on the future development proposal and cannot be fully assessed at this stage.

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79. Objects to the amendment. Notes the proposed building heights are excessive and inconsistent with the existing marina character. Identifies potential amenity impacts. Opposes the reduction of public parking and notes the proposed provision is insufficient to meet existing and future demand. Requests the amendment be refused or substantially revised.	The amendment recognises the importance of maintaining public parking on Lot 24 by requiring a minimum of 50 publicly accessible parking bays if the site is redeveloped. Public parking on Lot 24 is currently secured through a licence until 2039, which is unaffected by the amendment. Redevelopment prior to expiry of the licence would require the existing licence arrangements to be addressed separately. Beyond 2039, there is no planning requirement to retain public parking on the site. Traffic and parking impacts are dependent on the future development proposal and cannot be fully assessed at this stage.
80. Objects to the amendment. Notes the proposed 14 storey height on part of Strata Lot 107 exceeds the established scale of surrounding development. Identifies potential impacts on views, sunlight access, overshadowing and wind conditions. Notes the proposed height exceeds previously approved limits and no justification has been provided for the increase. Supports retaining the existing approved height limits and ensuring future development remains compatible with the surrounding area.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. The amendment recognises the importance of maintaining public parking on Lot 24 by requiring a minimum of 50 publicly accessible parking bays if the site is redeveloped. Public parking on Lot 24 is currently secured through a licence until 2039, which is unaffected by the amendment. Redevelopment prior to expiry of the licence would require the existing licence arrangements to be addressed separately. Beyond 2039, there is no planning requirement to retain public parking on the site. Amenity and parking impacts are dependent on the future development proposal and cannot be fully assessed at this stage. The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. Taller development has previously been contemplated on the broader Seashells site, including Council approvals for development up to 9 storeys in 2002 and 12 storeys in 2004. Loss of private views is generally not a material planning consideration. Built form and amenity impacts are dependent on the future development proposal and cannot be fully assessed at this stage.

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81.	Objects to the amendment. Notes parking within the marina precinct is already insufficient. Supports retention of Lot 24 as public parking and opposes the proposed zoning changes.	The amendment recognises the importance of maintaining public parking on Lot 24 by requiring a minimum of 50 publicly accessible parking bays if the site is redeveloped. Public parking on Lot 24 is currently secured through a licence until 2039, which is unaffected by the amendment. Redevelopment prior to expiry of the licence would require the existing licence arrangements to be addressed separately. Beyond 2039, there is no planning requirement to retain public parking on the site.
82.	Objects to the amendment. Notes development above four storeys near Town Beach is inappropriate. Identifies potential impacts on the character and amenity of the beachfront and wider Mandurah area.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. Built form and amenity impacts are dependent on the future development proposal and cannot be fully assessed at this stage.
83.	Supports the amendment. Notes additional tourism accommodation will support tourism growth in Mandurah. Supports increased building heights. Recommends a mix of one to four-bedroom apartments to accommodate a range of residents and visitors.	Noted.
84.	Objects to the amendment. Notes the proposed building heights will obstruct views and result in overshadowing. Opposes the loss of the existing public car park and notes existing parking is insufficient during peak periods. Identifies potential impacts on access to Town Beach and nearby residential amenity.	Loss of private views is generally not a material planning consideration. Built form, residential amenity and access impacts are dependent on the future development proposal and cannot be fully assessed at this stage. The amendment recognises the importance of maintaining public parking on Lot 24 by requiring a minimum of 50 publicly accessible parking bays if the site is redeveloped. Public parking on Lot 24 is currently secured through a licence until 2039, which is unaffected by the amendment. Redevelopment prior to expiry of the licence would require the existing licence arrangements to be addressed separately. Beyond 2039, there is no planning requirement to retain public parking on the site.
85.	Objects to the amendment. Questions the need for additional tourism accommodation, noting the submitter's view that the existing Seashells Hotel is largely vacant. Notes the proposed development is excessive in scale and increased activity may adversely affect the character of the area.	The Mandurah Strategic Centre – City Centre Needs Analysis forecasts demand for an additional 110–240 hotel and similar accommodation rooms by 2035 and a potential shortfall of 180–320 rooms if supply does not increase. The study also identifies capacity to support an additional 4–4.5 star hotel or resort within the catchment. The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part

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		of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. Built form, character, amenity and access impacts are dependent on the future development proposal and cannot be fully assessed at this stage.
86.	Objects to the amendment. States the loss of public parking will adversely affect local businesses and marina visitors. Identifies traffic impacts at the Ormsby Terrace intersection.	The amendment recognises the importance of maintaining public parking on Lot 24 by requiring a minimum of 50 publicly accessible parking bays if the site is redeveloped. Public parking on Lot 24 is currently secured through a licence until 2039, which is unaffected by the amendment. Redevelopment prior to expiry of the licence would require the existing licence arrangements to be addressed separately. Beyond 2039, there is no planning requirement to retain public parking on the site. Traffic impacts are dependent on the future development proposal and cannot be fully assessed at this stage.
87.	Objects to the amendment. Identifies the proposed development as excessive in scale for the site. States the local road network has limited capacity to accommodate additional traffic. Opposes the reduction in public parking serving Town Beach. Identifies potential impacts on the character of the marina precinct from increased development intensity.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. Public parking on Lot 24 is currently secured through a licence until 2039, which is unaffected by the amendment. Redevelopment prior to expiry of the licence would require the existing licence arrangements to be addressed separately. Beyond 2039, there is no planning requirement to retain public parking on the site. Should Lot 24 be redeveloped, the amendment requires a minimum of 50 publicly accessible parking bays, providing an ongoing public parking outcome beyond 2039. Traffic, built form and character impacts are dependent on the future development proposal and cannot be fully assessed at this stage.
88.	Objects to the amendment. Identifies the proposed building heights and scale on Lot 24 and Lot 107 as excessive and incompatible with the surrounding marina precinct. Notes potential impacts on residential amenity, character and the marina precinct, including overshadowing, privacy, views, wind effects and noise. Raises concerns about Town Beach, coastal hazards, groundwater and excavation impacts. States the local road network and parking supply are insufficient to accommodate additional development. Notes property values may be adversely affected. Supports limiting development on Lot 107 to the height of the existing	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location.

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	Seashells Resort and ensuring future development does not adversely affect sunlight access, traffic, parking or the coastal environment.	Public parking on Lot 24 is currently secured through a licence until 2039, which is unaffected by the amendment. Redevelopment prior to expiry of the licence would require the existing licence arrangements to be addressed separately. Beyond 2039, there is no planning requirement to retain public parking on the site. Should Lot 24 be redeveloped, the amendment requires a minimum of 50 publicly accessible parking bays, providing an ongoing public parking outcome beyond 2039. Built form, amenity, traffic, parking and environmental impacts are dependent on the future development proposal and cannot be fully assessed at this stage. Loss of private views and property values are generally not material planning considerations.
89.	Objects to the amendment. Recommends a maximum building height of 8 storeys and opposes further high rise development. Prefers residential uses and services that meet the needs of permanent residents. States the existing public car park is important for beach access and already reaches capacity during peak periods. Opposes any reduction in parking unless active transport is substantially improved.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. The Mandurah Strategic Centre – City Centre Needs Analysis forecasts demand for an additional 110–240 hotel and similar accommodation rooms by 2035 and identifies capacity to support an additional 4–4.5 star hotel or resort within the catchment. The amendment supports a mix of tourism and residential uses, with permanent residential development limited to a maximum of 40% of the total dwellings across Lot 24 and the undeveloped part of Strata Lot 107. Public parking on Lot 24 is currently secured through a licence until 2039, which is unaffected by the amendment. Redevelopment prior to expiry of the licence would require the existing licence arrangements to be addressed separately. Beyond 2039, there is no planning requirement to retain public parking on the site. Should Lot 24 be redeveloped, the amendment requires a minimum of 50 publicly accessible parking bays, providing an ongoing public parking outcome beyond 2039. Traffic and transport impacts are dependent on the future development proposal and cannot be fully assessed at this stage.
90.	Objects to the amendment. Supports tourism development but opposes increasing approved building heights. Notes the proposal does not provide an appropriate balance between tourism, housing and the coastal environment. States the loss of public parking will reduce access to Town Beach.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for

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		additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. The amendment supports tourism and residential uses, with permanent residential development limited to a maximum of 40% of the total dwellings across Lot 24 and the undeveloped part of Strata Lot 107. Public parking on Lot 24 is currently secured through a licence until 2039, which is unaffected by the amendment. Redevelopment prior to expiry of the licence would require the existing licence arrangements to be addressed separately. Beyond 2039, there is no planning requirement to retain public parking on the site. Should Lot 24 be redeveloped, the amendment requires a minimum of 50 publicly accessible parking bays, providing an ongoing public parking outcome beyond 2039.
91.	Objects to the amendment. Identifies potential traffic and parking impacts associated with access to Town Beach. Notes the proposed building heights may reduce sunlight to properties along Breakwater Parade. States the proposed built form will adversely affect the character of the beachfront. Identifies potential noise impacts associated with future tourism development.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. Public parking on Lot 24 is currently secured through a licence until 2039, which is unaffected by the amendment. Redevelopment prior to expiry of the licence would require the existing licence arrangements to be addressed separately. Beyond 2039, there is no planning requirement to retain public parking on the site. Should Lot 24 be redeveloped, the amendment requires a minimum of 50 publicly accessible parking bays, providing an ongoing public parking outcome beyond 2039. Built form, amenity, traffic and parking impacts are dependent on the future development proposal and cannot be fully assessed at this stage.
92.	Objects to the amendment. States existing accommodation facilities are adequate and additional hotel development is unnecessary. Identifies potential impacts on foreshore erosion. States the proposed reduction in public parking, combined with increased development intensity, will create parking shortages. Notes limited public transport options and potential impacts on existing tourism and hospitality businesses.	The Mandurah Strategic Centre – City Centre Needs Analysis forecasts demand for an additional 110–240 hotel and similar accommodation rooms by 2035 and identifies capacity to support an additional 4–4.5 star hotel or resort within the catchment. Public parking on Lot 24 is currently secured through a licence until 2039, which is unaffected by the amendment. Redevelopment prior to expiry of the licence would require the existing licence arrangements to be addressed separately. Beyond 2039, there is no planning requirement to retain public parking on the site. Should Lot 24 be redeveloped, the amendment requires a minimum of 50 publicly accessible parking bays, providing an ongoing public parking outcome beyond 2039.

No.	Summary of Submission	Local Government Response
		Traffic, parking and environmental impacts are dependent on the future development proposal and cannot be fully assessed at this stage. Public transport provision is outside the scope of the amendment. Commercial competition between businesses is generally not a material planning consideration.
93.	Objects to the amendment. Identifies the proposed development as excessive in height and density for the marina precinct. States the proposal will adversely affect the character of Town Beach, the marina setting and the wider Mandurah landscape.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location.
94.	Objects to the amendment. Notes the proposed development will reduce public parking on Lot 24, which is heavily used during peak periods. States Lot 24 should continue to provide public parking. Identifies the proposed built form as excessive in scale. Recommends development be limited to the height already approved for Lot 107.	Public parking on Lot 24 is currently secured through a licence until 2039, which is unaffected by the amendment. Redevelopment prior to expiry of the licence would require the existing licence arrangements to be addressed separately. Beyond 2039, there is no planning requirement to retain public parking on the site. Should Lot 24 be redeveloped, the amendment requires a minimum of 50 publicly accessible parking bays, providing an ongoing public parking outcome beyond 2039. The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location.
95.	Notes the existing car park is an important access point for surfing and foiling activities. States users rely on waterfront parking and open space to prepare equipment. Supports retention of the front row of car parking along the foreshore.	Public parking on Lot 24 is currently secured through a licence until 2039, which is unaffected by the amendment. Redevelopment prior to expiry of the licence would require the existing licence arrangements to be addressed separately. Beyond 2039, there is no planning requirement to retain public parking on the site. Should Lot 24 be redeveloped, the amendment requires a minimum of 50 publicly accessible parking bays, providing an ongoing public parking outcome beyond 2039.
96.	Objects to the amendment. Opposes the loss of the existing public car park and notes parking shortages during peak periods. Identifies existing traffic congestion within the area. Recommends development on Lot 107 be limited to two storeys and opposes late-night pubs and taverns.	Public parking on Lot 24 is currently secured through a licence until 2039, which is unaffected by the amendment. Redevelopment prior to expiry of the licence would require the existing licence arrangements to be addressed separately. Beyond 2039, there is no obligation to retain public parking on the site. Should Lot 24 be redeveloped, the amendment requires a minimum of 50 publicly accessible parking bays, providing an ongoing public parking outcome beyond 2039.

No.	Summary of Submission	Local Government Response
		Traffic impacts will be assessed as part of any future development application. The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. The amendment proposes an Additional Use for a tavern on Lot 24. Traffic, parking and amenity impacts, including those associated with any future tavern, are dependent on the future development proposal and cannot be fully assessed at this stage.
97.	Objects to the amendment. Identifies the proposed building heights as excessive and inappropriate for the marina precinct. Notes concerns regarding environmental, erosion, drainage and infrastructure impacts. States the proposed built form will adversely affect views, the coastal setting and the character of Mandurah. Questions the tourism benefits of the proposal and identifies potential benefits to property investors. Recommends development be limited to the height of the existing Seashells Resort, or a maximum of 8 to 10 storeys.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. Environmental, erosion, drainage, infrastructure, built form, character and coastal setting impacts are dependent on the future development proposal and cannot be fully assessed at this stage. Loss of private views is generally not a material planning consideration. The Mandurah Strategic Centre – City Centre Needs Analysis forecasts demand for an additional 110–240 hotel and similar accommodation rooms by 2035 and identifies capacity to support an additional 4–4.5 star hotel or resort within the catchment.
98.	Objects to the amendment. Identifies the proposed building heights and scale on Lot 24 and Lot 107 as excessive and inconsistent with the marina precinct. Notes potential impacts on residential amenity, including sunlight access, privacy, views and noise. States the proposal will increase traffic and parking pressures around Town Beach and affect property values.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. Amenity, built form, character, traffic, parking and construction impacts are dependent on the future development proposal and cannot be fully assessed at this

No.	Summary of Submission	Local Government Response
		stage. Loss of private views and property values are generally not material planning considerations.
99.	Does not object to the amendment. Supports the proposed 14 storey height limit and increased density within the marina precinct. Notes the amendment relates to the planning framework rather than a specific development proposal. Identifies opportunities for future redevelopment to incorporate multi-deck parking and improve parking provision. Notes detailed design and amenity matters can be addressed through future planning processes.	Noted.
100.	Objects to the amendment. Identifies the proposed built form as inappropriate for the Town Beach setting and likely to adversely affect the character of the area. States insufficient information has been provided regarding the proposed development to enable informed public comment.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. Amenity, built form and character impacts are dependent on the future development proposal and cannot be fully assessed at this stage.
101.	Objects to the amendment. Identifies potential overshadowing impacts from the proposed building heights. Recommends development be limited to the existing approved height and directed to more suitable locations. Notes the proposal is inconsistent with the character of Mandurah.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. Amenity impacts are dependent on the future development proposal and cannot be fully assessed at this stage.
102.	Objects to the amendment. Identifies the proposed building scale as inconsistent with the existing built form. Notes potential impacts on beach access, parking, views and overshadowing.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. Beach access, parking and amenity impacts are dependent on the future development proposal and cannot be fully assessed at this stage. Loss of private views is generally not a material planning consideration.

No.	Summary of Submission	Local Government Response
103.	Objects to the amendment. Identifies the proposed scale as inconsistent with the character of the marina precinct and recommends a stepped built form with a maximum height of 8 storeys. Questions whether the proposal will deliver benefits to the local community and economy. Recommends retention of at least 100 public parking bays.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. The Mandurah Strategic Centre – City Centre Needs Analysis forecasts demand for an additional 110–240 hotel and similar accommodation rooms by 2035 and identifies capacity to support an additional 4–4.5 star hotel or resort within the catchment. Public parking on Lot 24 is currently secured through a licence until 2039, which is unaffected by the amendment. Redevelopment prior to expiry of the licence would require the existing licence arrangements to be addressed separately. Beyond 2039, there is no planning requirement to retain public parking on the site. Should Lot 24 be redeveloped, the amendment requires a minimum of 50 publicly accessible parking bays, providing an ongoing public parking outcome beyond 2039.
104.	Does not object to the amendment. Supports redevelopment, permanent residential apartments and increased building heights. Identifies the need for construction traffic management, improved cycling infrastructure and sufficient on-site parking to minimise impacts on surrounding public parking areas.	Noted.
105.	Objects to the amendment. Opposes the proposed increase in building height and loss of public parking. Recommends development be limited to the height of the existing Seashells Resort and retain parking for at least 100 vehicles.	The proposed height controls for Lot 24 provide a transition in building height. Development along Breakwater Parade and the foreshore is limited to 4 storeys. The 8 storey area is set back behind the 4 storey frontages of Breakwater Parade and the foreshore. The proposed 14 storey height applies to the undeveloped part of Strata Lot 107, which is located behind Lot 24 and is set further back from Breakwater Parade and the foreshore, making it a more appropriate location for additional building height. The proposed height controls are considered appropriate having regard to the site's strategic waterfront location. Previous planning approvals for the broader Seashells site also contemplated a 12 storey development within this part of the site. Public parking on Lot 24 is currently secured through a licence until 2039, which is unaffected by the amendment. Redevelopment prior to expiry of the licence would require the existing licence arrangements to be addressed separately. Beyond 2039, there is no planning requirement to retain public parking on the site. Should Lot 24 be redeveloped, the amendment requires a minimum of 50 publicly accessible parking bays, providing an ongoing public parking outcome beyond 2039.

Subject: 18.3 Proposed Amendment No. 5 to Local Planning Scheme 12

Summary

Council is requested to resolve to support an amendment with modification (Amendment 5) to the City of Mandurah Local Planning Scheme No 12 (Scheme 12). The purpose of the amendment is to correct an administrative error that occurred in 2003, where a condition of subdivision was cleared prior to the execution of a Deed of Agreement which ensured the parking constructed on Lot 1302 Port Quays remained at the benefit of the commercial tenancies on the adjacent mixed-use development on Lot 1301 Port Quays.

The amendment seeks to amend Scheme 12 so that Lot 1302 is included in the 'Specific Site Requirements Table' in Schedule 1 of Scheme 12 with the development conditions requiring the provision of a minimum of 24 parking bays to the benefit of Lot 1301. Initially the proposal was to seek 20 bays, however since the consultation period, it was identified that an additional 4 bays would be required to ensure a minimum number of bays to accommodate parking that included any development of Strata Lot 5 of Lot 1301. Minor wording changes to the proposal are recommended based on legal advice and to provide clarity.

This report will demonstrate and discuss that the subject property was always intended to serve as a parking facility for Lot 1301. The availability of this parking is essential to effective functioning of the "Local Centre." It is noted the proposed amendment would still allow for development to occur on Lot 1302.

Council adopted the proposed amendment for the purpose of commencing advertising on 28 November 2023 and after receiving advice from the Environmental Protection Authority (EPA) and Western Australian Planning Commission (WAPC), the City advertised the proposal and received four submissions.

It is recommended Council resolve to support the amendment with modification from that advertised and forward this recommendation to the WAPC for their consideration prior to determination by the Minister for Planning.

Disclosure of Interest

Nil.

Location



Property Details

Owner:	Mike Keeley Pty Ltd
Scheme No 12 Zoning:	Local Centre
Peel Region Scheme Zoning:	Urban Development
Lot Size:	1445m ²
Topography:	Flat
Land Use:	Currently developed as a car park

Previous Relevant Documentation

- PCC.3.10/11/25 10 November 2025 Planning and Community Consultation Committee deferred consideration of the item to the Planning and Community Consultation Committee meeting to be scheduled in December 2025.
- G.12/11/23 28 November 2023 Council resolved to support adopting the proposed Amendment for the purpose of advertising.
- G.22/6/20 23 June 2020 Council resolved to proceed Scheme 12 to final approval by the Western Australian Planning Commission and the Minister for Planning.
- G. 18/4/19 30 April 2019 Council adopted a modified Scheme 12 and Local Planning Strategy which incorporated changes suggested by the EPA.
- G.6/01/17 24 January 2017 Council adopted draft Local Planning Scheme and Strategy for forwarding to the Western Australian Planning Commission and the Environmental Protection Authority for consent to advertise the draft Scheme.
- G.22/8/16 9 August 2016 Council granted conditional approval for a Tavern at Strata Lot 5, (No 4) Port Quays. This approval was granted subsequent to the securing of Lot 1302 Port Quays for parking.
- G.30/8/01 21 August 2001 Council adopted the Northport Outline Development Plan and Design Guidelines subject to conditions.

Background

The subject property is within the 'Northport Outline Development Plan' (ODP) (refer **Attachment 1.1**) which was approved in 2001 and Northport Village ODP (refer **Attachment 1.2**). The subject property was identified as 'Retail Precinct' and indicatively showed the development, including the built form and parking area. A small portion of the area developed as parking is shown on the ODP as 'Possible Future Retail' including a note that suggests ground floor shops fronting Port Quays with residential use above the ground floor.

In December 2002, the City granted development approval for a mixed-use development comprised of commercial tenancies and apartments on Lot 1288 Port Quays. The parking relating to the residential component of the development was contained on the southern portions within the area accommodating the built form (now Lot 1301), with the parking for the commercial tenancies developed in the northern portion of the lot (now Lot 1302) which included 45 parking bays.

In 2003, the Western Australian Planning Commission (WAPC) granted a subdivision approval which created Lots 1301 (mixed-use development and residential parking) and Lot 1302 (commercial parking). The approved subdivision included the following condition requiring a legal agreement to be entered with the City of Mandurah that related to the provision of 45 parking bays:

3. *"The applicant entering into an agreement with the City of Mandurah to ensure reciprocal rights are established for proposed Lot 1301 to utilise proposed Lot 1302 for car parking to the satisfaction of the Western Australian Planning Commission."*

Further to condition 3 above, there was the following advice note:

"In respect to condition 3, the Reciprocal Rights agreement should also allow redevelopment over Lot 1302, provided the same number of parking bays (45) remain available to Lot 1301."

This legal agreement was drafted; however, the clearance of the condition was issued to the applicant in 2005 prior to the agreement having been executed.

In 2016, a proposed Tavern was approved by Council for Strata Lot 5 in Lot 1301 Port Quays. While this approved development did not progress, it is important to note the proposal was not considered until the consent of the owner of Lot 1302 (at the time) for the provision of parking to the benefit of Lot 1301 was obtained. This was received and a condition requiring the formalisation of the parking agreement between Lot 1301 and Lot 1302 was added. This further demonstrates the intent for parking to be provided on Lot 1302.

In 2019, the City approved a development proposal for multiple dwellings on a portion of Lot 1302 and through this assessment it was negotiated and conditioned that an agreement was entered into to provide twelve parking bays to the benefit of Lot 1301. It is important to note, that in the absence of supporting planning instruments, this parking was a negotiated outcome with a developer who, at the time, was willing to provide 12 bays. This development approval has not progressed and lapsed in November 2023.

The current owner of Lot 1302 purchased the site in September 2024 and has owned Strata Lot 5 of Lot 1301 since May 2024. In July 2022, the City granted a change of use approval for the development of two apartments on Strata Lot 5 of Lot 1301. This approval included a condition requiring the residential parking and storeroom to be provided on Lot 1302. This development was never realised and lapsed in July 2024. This results in the tenancy possibly being used for commercial purposes such as café/ restaurant which may not require a future development approval, based on them being defined as a 'P' (permitted) under the provisions of the Local Planning Scheme.

This ground floor tenancy has had numerous applications over the past two decades, including applications for a café/ restaurant and tavern. It is important to note a modification to the recommendation that was initially advertised is recommended to include the four-bays for Strata Lot 5 of Lot 1301 Port Quays residential development. Strata Lot 5 of Lot 1301 was most recently sold to the current owner in May 2024. The total amount recommended is twenty-four bays for the benefit of Lot 1301, to ensure Lot 1301 can function as a "Local Centre".

It is considered the proposed parking required (24 bays) balances the opportunity for future development potential while supporting the commercial development within the "Local Centre"

Comment

Scheme 12 zones the subject property as 'Local Centre' and as such, the City could receive applications to develop Lot 1302. Without the legal mechanism in place, the City's ability to ensure parking provided to benefit Lot 1301 containing commercial tenancies remains uncertain, and based on advice from commercial operators, the absence of secured parking availability for patrons gives rise to a risk to the viability and functionality of the Local Centre. It is considered the proposed amendment to Scheme 12 will provide greater security to the commercial tenants on Lot 1301 that parking will have ongoing availability.

It is considered the proposed amendment is consistent with what was intended on the site from when it was originally developed. This position is evidenced by the following:

- The approved ODP shows the subject site being developed as parking, with the possibility to develop a portion of the site,
- The original development approval shows the provision of the parking on the subject site; and
- The conditions of subdivision required a legal agreement to ensure the reciprocal access to parking to the benefit of Lot 1301 and further advised that any development should provide the same number of lots for that purpose.

Parking Requirement

Scheme 12 provides the required parking ratios for commercial land uses, with the most parking required for uses like 'shop' in a local centre being a ratio of 4.5 bays for every 100m² nett lettable area (NLA). The tenancies within the precinct that are currently used for a commercial purpose have an aggregate NLA of 437m² excluding Strata Lot 5, which results in a parking requirement of 20 bays.

Strata Lot 5 of Lot 1301 had been granted a change of use for two apartments, which included a condition requiring the provision of two bays and storage for each apartment on Lot 1302. This development was never finalised. Planning legislation now provides that a change of use where the intended use is 'P' (permitted) in the zone, is exempt from requiring a planning approval. This means that if a use such as a cafe or restaurant was to be opened in Strata Lot 5 of Lot 1301, there is no opportunity to assess or apply conditions. As such, despite the residential apartments no longer being a valid approved land use (having expired), the four bays that were applicable to the apartments have been added to the above calculation, resulting in a total of 24 bays being required. In effect, this action secures four bays applicable to that tenancy, where otherwise there could be zero.

Development Potential

As mentioned above, the ODP which guided the original development indicates that a portion of the area occupied by Lot 1302 could be developed, which is also reflected in the advice note provided by the WAPC at the time Lot 1302 was created. The WAPC advice suggested the redevelopment could occur subject to the same number of bays being provided (which WAPC determined to be 45 bays). Acknowledging the proposed amendment seeks to only require enough parking to suit the current commercial tenants (24 bays), based on the currently developed parking area and leaving 24 bays as constructed, it is estimated a development footprint of between 500-600m² remains. This footprint could allow for the development of two or three storeys mixed-use commercial / residential development.

MEAG Comment

This item does not have any significant impact on the natural environment and therefore has not been referred to Mandurah Environmental Advisory Group for comment.

Consultation

The proposed Scheme Amendment was publicly advertised to surrounding landowners between 20 May 2025 until 4 July 2025. Four (4) submissions were received within the public consultation period, with two (2) submissions being from the same person.

Submission (Summarised comments)	Comment
Submission One: a. Requests confirmation on the number of car bays being formalised being 24 bays and not a minimum 20, as this is how it could be interpreted. Suggest more specific wording. b. Request clarification on how the City of Mandurah decided on the number car bays being 20. c. Suggest the provision of visitor car parking bays for the residential apartments at Lot 1301 needed to be provided. d. Request clarification around the 2 existing ACROD bays and if they are to remain. e. Suggest changes to the wording to ensure the 14 owners within Lot 1301 are not compromised and are acknowledged.	a. Agreed. The recommendation seeks to incorporate the additional four parking bays and increase the requirement to 24 bays as a result of the lapsing of the previously approved residential development on Strata Lot 5 of Lot 1301. b. As outlined within this report, the calculation is based on the parking requirements that apply to commercial property within Scheme 12, which requires 4.5 bays for every 100m² of nett lettable area (NLA). The City has calculated the NLA of existing commercial development to be 437m² (excluding Strata Lot 5) and as such require 20 bays. The recommendation now includes the incorporation of the additional four bays previously attributed to the residential development on Strata Lot 5 of Lot 1301 which has since lapsed. c. The visitor bays for the existing residential development should be contained within the Residential Development site and the focus of this amendment is securing parking for commercial operations. d. The Building Codes of Australia would require at least one accessible bay is provided. It is recommended the amendment is amended to reflect the need to supply at least one universally assessable bay. e. Noted, however it is considered there is no adverse impact or compromise to the 14 owners of Lot 1301 as the requirement proposed relates to the commercial tenancies supported by parking on Lot 1302.
Submission Two: a. Request the wording change to “a minimum of 2 car parking bays for Strata Lot 5 and a Total provision of a minimum of 24 car parking bays for Lot 1301”.	a. Agreed. The recommendation includes a change to require 24 bays for the benefit of Lot 1301.
The City should adopt a consultative approach and resolve issues by agreement. Benefitting one group of property owners at the expense of another.	Noted. The City is proposing the amendment to correct an administrative error that occurred over 20 years ago and protect the access to parking for existing commercial development as was intended for the land in question.

The proposal is limiting the development potential of 2 Port Quays and will impose a financial burden on the owner. The owner would be liable to pay rates and taxes for the benefit of others whilst not being compensated for the land that can no longer be developed.	Noted. The subject property was intended to be used as parking to benefit Lot 1301 as shown on Outline Development Plans and subdivision conditions. There remains development potential on Lot 1302. The deed would include outgoings as was contemplated in the original agreement.

The Environmental Protection Authority (EPA) advised there was no adverse impact on the environment resulting from the proposed amendment and consented to the City consulting.

In addition, the Department of Planning Lands and Heritage (DPLH) consented to the City advertising the proposed amendment and recently advised that the proposed modification to the amendment to include the additional four bays would not warrant the proposal needing to be readvertised.

Post Advertising Actions

Subsequent to the consultation period arising from commentary and concerns raised by the landowner, City officers have been involved in discussions with all parties relating to the following aspects:

- The number of bays – The commercial tenants would prefer a greater number than 24 while the landowner has suggested a maximum provision of 16.

Officer Comment

As previously mentioned in this report, 24 bays is considered the number of bays required to meet the Scheme requirements.

- Maintenance costs – The landowner has expressed willingness for parking to be provided on Lot 1302 as proposed (although at a lesser number) but has also suggested the costs of maintenance for these lots should be borne by those benefitting.

Officer Comment

This is agreed and through discussions held with the commercial tenants, there has been a willingness to contribute to the maintenance costs involved. The mechanism to address the attribution of costs and other requirements and terms is the Agreement referred to in the proposed amendment. This Agreement would be required as a condition of any development approval, should the Scheme Amendment be gazetted.

- Subdivision and Purchase of Lot 1302 – It is open to the tenants or the strata of Lot 1301 to purchase all or part of Lot 1302 and amalgamate them into one singular lot. While it is understood this option has been investigated, it has not yet been realised.

Officer Comment

This action would provide parking security, however as it has not occurred to date, and the lot could be sold to a different buyer, The Scheme Amendment provides the best statutory security to ensure the vision of the local centre is realised.

Statutory Environment

The proposed amendment is undertaken in accordance with the *Planning and Development Act 2005* and the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Subject Council resolving to support the amendment, it will be forwarded to the Western Australian Planning Commission along with Council's recommendation for consideration before being presented to the Minister for Planning for final determination.

The City has sought legal advice as to the most appropriate way to resolve this situation. It is considered amendment to Local Planning Scheme 12 as being the most appropriate mechanism.

It should be noted there is a minor wording change in the Site Specific Table proposed compared to the wording advertised based on legal advice and to provide greater clarity on the requirement.

Policy Implications

Nil

Financial Implications

The City considers the availability of parking for commercial tenancies is essential for the viability of the Local Centre.

The requirement for 24 bays to be provided on Lot 1302 for the benefit of Lot 1301, will have implications for the future development of Lot 1302. The requirement for parking has been contemplated and known.

Economic Implications

As noted, the Local Centre as detailed provides an important commercial hub for the local community. The uncertainty around parking availability to service commercial tenancies is not suitable and requires resolution.

Environmental Implications

There are no environmental implications associated with this scheme amendment.

Risk Analysis

The proposed amendment is considered to secure an outcome for the existing commercial business and reduce the risk of a decline in visitation through inadequate parking provision.

The current landowner has objected to the proposed amendment detailing the potential implications for development potential on Lot 1302.

The proposed amendment seeks to provide clarity for all concerned on parking requirements for the Local Centre.

Given the history of the site there is some legal risk both in failing to resolve the issue and also in the amendment to scheme provisions. The imposition of a development requirement via a scheme amendment does not give rise to a claim for compensation under the *Planning and Development Act 2005* (PD Act) because it is within the power of the relevant agencies, and does not cause injurious affection (as defined by the PD Act).

Strategic Implications

The following community outcomes from the City of Mandurah Strategic Community Plan 2024 – 2044 are relevant to this report:

Economy:

- Local jobs to retain our people and attract skilled workers
- A diversified economy that supports growth sectors
- Well-planned, sustainable urban development
- A thriving city that residents are proud to call home and people want to visit
- A supportive business environment where investment is encouraged, and entrepreneurship prospers

Leadership:

- A clear and shared vision for Mandurah's future
- Sound decisions based on evidence and meaningful engagement

Conclusion

The proposed Amendment 5 to Local Planning Scheme 12 is recommended to be resolved for support by Council given it reflects the original intended use for the subject property. Based on calculations of parking requirements within Scheme 12, the minimum provision of 24 bays will still allow for meaningful development to occur on Lot 1302 while providing certainty for the commercial businesses which secures sufficient parking in the area. Subject to Council support the proposed amendment will be forwarded to the WAPC for their consideration and recommendation to the Minister for Planning.

NOTE:

RECOMMENDATION

Officer Recommendation

That the Planning and Community Consultation Committee recommend that Council:

1. In accordance with Section 75 of the *Planning and Development Act 2005*, resolves to adopt Amendment No. 5 of the City of Mandurah Local Planning Scheme No. 12 as follows:

PLANNING AND DEVELOPMENT ACT 2005
RESOLUTION DECIDING TO AMEND A TOWN PLANNING
SCHEME CITY OF MANDURAH LOCAL PLANNING SCHEME NO.
12
AMENDMENT NO 5.

Resolved that the Council, in pursuance of Section 75 of the *Planning and Development Act 2005*, amends Local Planning Scheme No. 12 by:

- (b) Modifying the Specific Site Requirements Table in Local Planning Scheme Schedule 1 to add the following:

No	Description of Land	Requirement
8.	Lot 1302 Port Quays Wannanup	Any development of the land must include 24 car parking bays that are permanently available for the use of the commercial tenancies at Lot 1301 Port Quays. A condition of development approval will be imposed to the effect that the owner of the land must enter into a

deed to secure the permanent availability of the car parking bays in terms satisfactory to the local government

- (b) Amending the Scheme Maps accordingly.

Dated this xxx Day of August 2026
CHIEF EXECUTIVE OFFICER”

2. In accordance with Regulation 35(2) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, determines that Amendment No. 5 of the City of Mandurah Local Planning Scheme No. 12 is a standard amendment for the following reasons:
- a) the amendment relates to a zone that is consistent with the objectives identified in the scheme for that zone;
 - b) the amendment is consistent with a local planning strategy for the scheme that has been endorsed by the Commission;
 - c) an amendment to the scheme so that it is consistent with the region planning scheme that applies to the scheme area;
 - d) the amendment that would have minimal impact on land in the scheme area that is not the subject of the amendment;
 - e) the amendment that does not result in any significant environmental, social, economic or governance impacts on land in the scheme area; and
 - f) is not an amendment that is a complex or basic amendment.;
3. Authorises the Chief Executive Officer (through the Coordinator Planning and Lands) to prepare the necessary Scheme Amendment documentation for Amendment No. 5 to the City of Mandurah Local Planning Scheme No. 12.

Committee Recommendation

That Council:

1. In accordance with Section 75 of the *Planning and Development Act 2005*, resolves to adopt Amendment No. 5 of the City of Mandurah Local Planning Scheme No. 12 as follows:

**PLANNING AND DEVELOPMENT ACT 2005
RESOLUTION DECIDING TO AMEND A TOWN PLANNING
SCHEME CITY OF MANDURAH LOCAL PLANNING SCHEME NO.
12
AMENDMENT NO 5.**

Resolved that the Council, in pursuance of Section 75 of the *Planning and Development Act 2005*, amends Local Planning Scheme No. 12 by:

- (a) Modifying the Specific Site Requirements Table in Local Planning Scheme Schedule 1 to add the following:**

No	Description of Land	Requirement
8.	Lot 1302 Port Quays Wannanup	Any development of the land must include 24 car parking bays that are permanently available for the use of the commercial tenancies at Lot 1301 Port Quays. A condition of development approval will be imposed to the effect that the owner of the land must enter into a deed to secure the permanent availability of the car parking bays in terms satisfactory to the local government

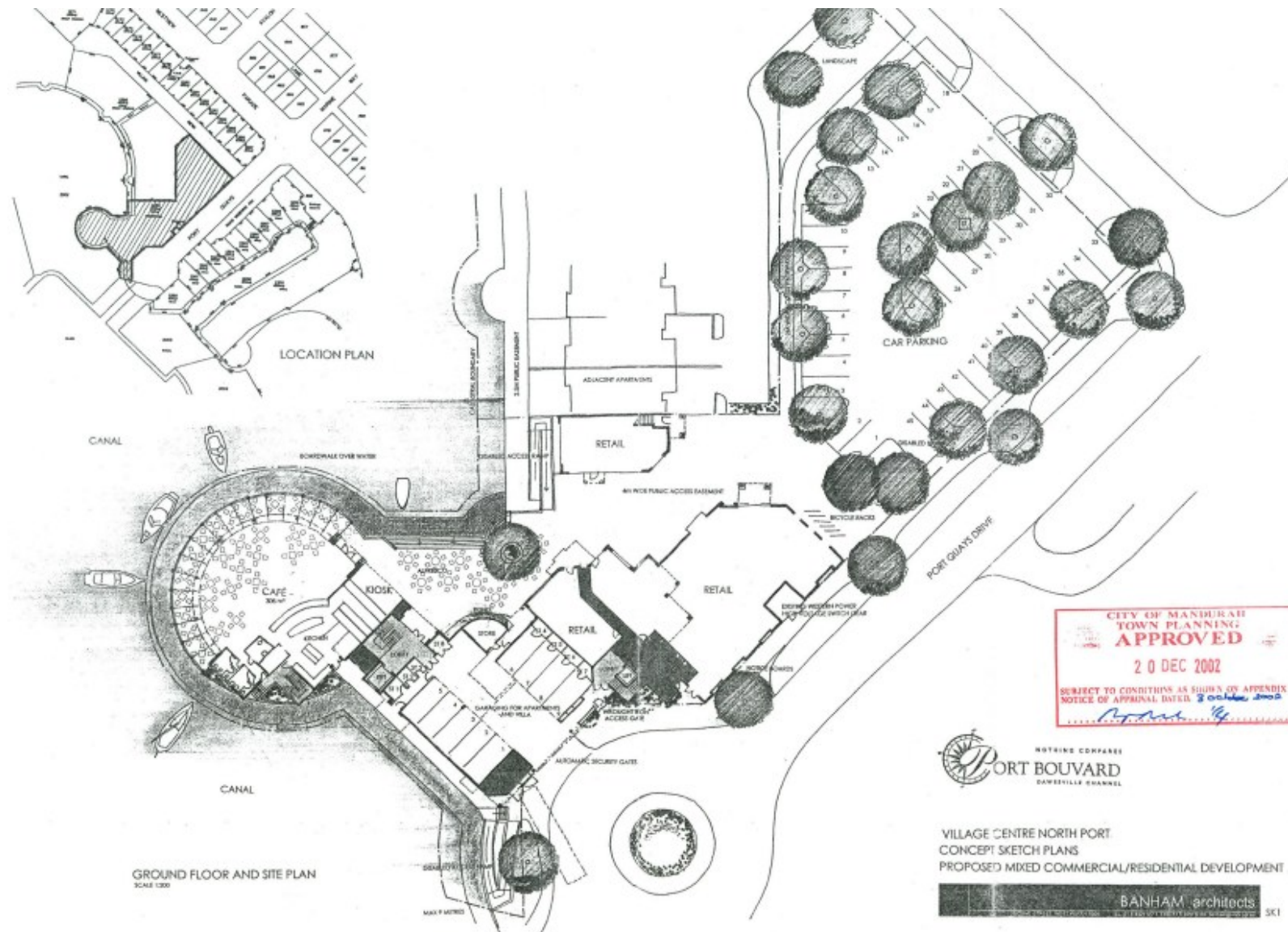
(b) Amending the Scheme Maps accordingly.

**Dated this xxx Day of August 2026
CHIEF EXECUTIVE OFFICER”**

- 2. In accordance with Regulation 35(2) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, determines that Amendment No. 5 of the City of Mandurah Local Planning Scheme No. 12 is a standard amendment for the following reasons:**
- a) the amendment relates to a zone that is consistent with the objectives identified in the scheme for that zone;**
 - b) the amendment is consistent with a local planning strategy for the scheme that has been endorsed by the Commission;**
 - c) an amendment to the scheme so that it is consistent with the region planning scheme that applies to the scheme area;**
 - d) the amendment that would have minimal impact on land in the scheme area that is not the subject of the amendment;**
 - e) the amendment that does not result in any significant environmental, social, economic or governance impacts on land in the scheme area; and**
 - f) is not an amendment that is a complex or basic amendment.;**
- 3. Authorises the Chief Executive Officer (through the Coordinator Planning and Lands) to prepare the necessary Scheme Amendment documentation for Amendment No. 5 to the City of Mandurah Local Planning Scheme No. 12.**

Attachments

- 1. Northport Village DA [18.3.1 - 1 page]**
- 2. Northport Village ODP [18.3.2 - 5 pages]**



BOUVARD VILLAGE DESIGN GUIDELINES

1. Application

These design guidelines have been adopted under the provisions of Clause 7.11 of Town Planning Scheme No. 3 and shall be used in the assessment of all planning applications with the Bouvard Village Outline Development Plan as adopted by Council and the Western Australian Planning Commission.

In assessing an application for planning approval with the area covered by the Outline Development Plan, Council shall have regard to the Design Guideline's Statement of Intent and the objectives of Town Planning Scheme No. 3.

Except as otherwise provided for in the design guidelines, the provisions of Town Planning Scheme No. 3 shall apply.

2. Statement of Intent

- The purpose of these Guidelines is to ensure the built form within the Bouvard Village evokes a feeling of a Mediterranean seaside village.
- Designs should be simple in nature and reflect the maritime qualities of the seaside and canal location and to address the climatic conditions of the Peel Region.
- The area covered by the Bouvard Village Outline Development Plan should function in such a way as to integrate all of the components of the Village allowing for and protecting both public and private amenity
- Public access throughout the Village shall be encouraged whilst at the same time protecting the privacy and amenity of residents within the Bouvard Village.

3. Land Uses and Zoning

3.1 The following uses shall be classed as a 'P' use for area shown as 'Retail Precinct' on the approved Outline Development Plan:

- Additional Accommodation
- Arts and Craft Display
- Bank
- Bed and Breakfast Accommodation
- Canal & Retaining Walls and Fencing
- Car Park
- Chalets, Holiday Flats and Cabins
- Child Family Care Centre
- Civic Use
- Club Premises

- Consulting Room
- Convenience Store
- Corner Shop
- Dwelling (Single, Group, Multi)
- Display Home Centre
- Eating House
- Health Studio
- Home Occupation
- Licensed Restaurant
- Liquor Store
- Marina
- Medical Clinic
- Office
- Office Air Display
- Reception
- Restaurant
- Service Premises
- Shop
- Take Away Food Outlet

3.2 The following uses shall be classed as a 'P' use for area shown as 'Special Residential' on the approved Outline Development Plan:

- Additional Accommodation
- Bed and Breakfast Accommodation
- Child Family Care Centre
- Consulting Room
- Convenience Store
- Corner Shop
- Display Home Centre
- Home Occupation
- Office
- Shop

3.3 Where a use of the land for a particular purpose is not specifically mentioned in Section 3.1 and 3.2, Council may consider the use in accordance with Clause 3.2.3 of Town Planning Scheme No. 3 using the objectives and purposes of the Statement of Intent under Section 2 of these Design Guidelines.

4. Site Coverage and Open Space

The site coverage requirements for the "Private Lots" fronting Westview Parade shall be a maximum of 60% and a minimum open space of 40%, provided that a minimum courtyard area of 24 square metres is provided.

5. Setbacks

- 5.1 The front setback to Westview Parade shall be a minimum of 3 metres with some variation to the front building line setback being achieved;
- 5.2 The rear setback for the “Private Lots” fronting Westview Parade shall be a minimum of 1.0 metres, with the garage having a maximum setback of 1.5 metres;
- 5.3 The development of living areas above garages shall be encouraged for the “Private Lots”.
- 5.4 The side setback for the “Private Lots” fronting Westview Parade may have a nil setback to one side boundary for part or all of the length of the boundary without consultation with an adjoining landowner. Setbacks for the other side boundary shall be as per the Residential Planning Codes, including Clause 1.5.8(f). In determining the appropriateness of a nil setback Council shall have regard to overlooking, overshadowing and solar orientation;
- 5.5 The front and rear setbacks for the “Villa Units Group Housing” shall be as shown and generally in accordance with the Bouvard Village Outline Development Plan.

Setbacks to the canal wall for the “Villa Units Group Housing” shall be subject to the requirements of Table 11 of Town Planning Scheme No. 3;
- 5.6 Open Sided Balconies may be permitted to the front and rear of all dwellings with a minimum setback of 1.5 metres;
- 5.7 Non-residential development fronting Port Quays shall be a nil setback, with awnings and verandahs provided over the footpath, subject to Council’s policy.

6. Building Heights

Consideration to overlooking, overshadowing, amenity and the elevations provided on the Bouvard Village Outline Development Plan shall be taken into consideration in the assessment of building heights.

7. Solar Orientation

Dwellings should be sited and designed to utilise passive solar principles. This shall include appropriate eave treatments to shelter windows on north facing walls and the provision of useable courtyard and private open space areas that have access from a habitable room.

8. Fencing

- 8.1 The style of the external boundary fence, walls and screens shall be compatible with the design of the dwelling and the streetscape. The proposed fence matches the architectural style, colour and materials of the dwelling and shall be constructed of limestone, brick, or masonry materials.
- 8.2 Fences between any dwelling and Westview Parade and any dwelling and the canal shall be solid to a maximum height of 1.0 metre, and visually permeable to a height of 1.8 metres. Above 1.0 metre, the fencing shall be of wrought iron or tubular steel.
- 8.3 No boundary fence or screen wall shall exceed 1.8 metres in height above the lowest ground level adjacent to the fence or screen;

9. Outbuildings and Other Structures

- 9.1 All outbuildings shall be integrated and be compatible with the main building;
- 9.2 Refuse and bin storage areas shall be screened from public view.

10. Vehicles Parking and Accommodation

- 10.1 A minimum of 2 car parking bays shall be provided for each of the "Private Lots", with a minimum single garage, incorporating a storage area.
- 10.2 Access to the garages for the "Private Lots" shall be from the rear of the lots and not from Westview Parade.
- 10.3 For any group dwelling development, car parking shall be in accordance with the Residential Planning Codes.

Subject: 18.4 Amendments No 8 and 9 to Local Planning Scheme 12 – Short Term Rental Accommodation and Tourist Development on Golf Course Sites

Summary

The State Government's planning reforms for short-term rental accommodation came into effect on 18 September 2024 via *Planning and Development (Local Planning Schemes) Amendment (Short Term Rental Accommodation) Regulations 2024* ('STRA Regulations').

As a result, local governments are required to amend their local planning schemes to ensure a consistent approach to short term rental accommodation ('STRA'). In addition, a number of sites where tourist development was previously permitted and could be developed under Town Planning Scheme 3 require update and review.

As a result, two Amendments are proposed to Local Planning Scheme No 12:

- Amendment No 8: Short Term Rental Accommodation (STRA) modifications; and
- Amendment No 9: Tourist Accommodation on Private Community Use Zoned Land.

Amendment No 8 to Local Planning Scheme No 12 ('Scheme 12') is required to ensure alignment with the new 'deemed' and 'model' land use classes and general definitions introduced into the state planning framework. Most significantly, it includes amendments to reflect the 'deemed' land use classes previously identified as 'holiday homes' as:

- 'hosted short-term rental accommodation' and
- 'unhosted short-term rental accommodation',

together with the removal of superseded land uses.

These changes are a result of extensive review from industry and State Government, discussion papers, parliamentary reviews, and regulatory change. Amendment 8 was adopted as a 'basic' amendment with no need for advertising and there is no change to the Council's previous approach to 'holiday homes'.

Amendment No 9 proposes to reinstate tourist development opportunities on two development sites that adjoin and are a part of The Cut Golf Course and Meadow Springs Golf Course which were permitted in the previous Town Planning Scheme 3, however in aligning standard land use zones from the model provisions for local planning schemes, these uses are no longer permitted. Amendment 9 seeks to reinstate these uses being permitted on these sites as 'additional uses'.

Amendment No 8 and 9 were adopted by Council in May 2025, however the Western Australian Planning Commission required a change to Amendment 8 to become a 'standard' amendment due to a land use change proposal in the Tourist zone and therefore subject to advertising and requirement that both Amendments were advertised concurrently.

Both Amendments were advertised from 6 May 2026 to 19 June with 2 submissions being received for Amendment No 8 and 6 for Amendment No 9. Whilst a number of key elements were received in submissions, due to the STRA Regulations and the context and history to both golf course sites, both Amendments are recommended for final approval and forwarding to the Western Australian Planning Commission for the Minister for Planning's final approval.

Disclosure of Interest

The Manager, Strategic Planning and Urban Design declares an impartiality interest as a family member is employed on a casual basis by Ten Golf, owners and operators of The Cut Golf Course.

Previous Relevant Documentation

G.4/05/25	27 May 2025	Council resolved to adopt Amendment No 8 and No 9 to Local Planning Scheme 12. Amendment No 8 as a 'basic' amendment and Amendment No 9 as a 'standard' amendment.
P.8/8/17	1 August 2017	Council resolved to continue to take an approach which limits its involvement in the approval process of Holiday Homes but remain responsive to complaints received, consistent with its position of 2015.
G.19/6/15	23 June 2015	Council adopted a 'Responsive Action' approach to Holiday Homes
G.17/03/15	24 March 2015	Council resolved that Officers report back to Council to initiate a Local Law and relevant town planning amendment in addition to detailing observations over Easter and complaints received in relation to Holiday Homes.

Background

Amendment No 8: Short-Term Rental Accommodation (STRA)

Short-Term Rental Accommodation (STRA) refers to the practice of renting out a property (or part of a property) for a relatively short period of time, usually on a nightly or weekly basis. This type of accommodation is usually booked through online platforms and is popular among travellers and visitors seeking temporary lodging for holidays, business trips or other short stays. The State Government has committed to various initiatives to deliver better regulation of the short-term rental accommodation sector.

In November 2023, the Western Australian Planning Commission released its *Position Statement: Planning for Tourism and Short-Term Rental Accommodation* (Position Statement) and associated Guidelines. The release of the Position Statement complemented other whole-of-government reforms relating to STRA, responding to recommendations made in the 2019 parliamentary enquiry *Levelling the Playing Field: Managing the impact of the rapid increase of short-term rentals in Western Australia*. This included development of a state-wide registration scheme for STRA, as well as an incentive scheme to encourage transition of properties from the short to long term rental market.

Alongside the registration scheme, which sits separately to the planning system and is mandatory for all STRA, amendments to planning regulations were flagged as a key part of the State Government's goal to ensure a fairer and more consistent treatment of STRA from both a legal and practical standpoint. The planning changes, which have triggered the need for the City to amend its scheme, aim to provide greater consistency across the state in relation to what approvals are needed for STRA proposals as well as how these uses are defined in local planning schemes.

State Planning Framework

The State Government's planning reforms for short-term rental accommodation are being implemented predominantly through the *Planning and Development (Local Planning Schemes) Regulations 2015 amendment – Planning and Development (Local Planning Schemes) Amendment (Short-Term Rental Accommodation) Regulations 2024* (STRA Regulations), which in turn have been informed by policy direction provided through the Position Statement.

Local Planning Context

Local Planning Scheme No.12 was gazetted on 11 April 2022.

Historically in Mandurah, properties have been used as Holiday Homes, either by families in family-owned properties, or by owners renting properties on a short-term basis. Anecdotally, observations have been made that holiday homes have transitioned to a more business-based approach than has previously been the case and these properties are more easily accessible via the many national and international holiday home websites that are available.

Council considered reports in March and June 2015 in relation to issues surrounding the operation of Holiday Homes within the City. A number of options for the management of Holiday Homes were considered including:

1. The introduction of a Local Law similar to the City of Busselton model which would require all Holiday Homes to obtain an approval under the Local law and the planning scheme.
2. Amending the Town Planning Scheme to introduce definitions for Holiday Homes, an approval process akin to that which is currently in place in relation to the operation of Home Occupations.
3. Improving the City's response procedures to address community concern.

At the time, it was determined that it was difficult to determine whether a dwelling is being utilised for holiday purposes or by the owners. It was found that many of these dwellings had no visual differentiation between each other and other residential properties on the street, with car proliferation being minimal and in keeping with expectations for standard residential properties.

Following consideration of the various options for addressing the operation of holiday homes, Council resolved to adopt a 'Responsive Action' response that included recording known Holiday Home locations, giving complaints in relation to noise, vehicle parking and refuse associated with known Holiday Homes a high priority, and preparing a brochure outlining procedures to be followed if issues in relation to the operation of a Holiday Home should arise. Extensive work was undertaken to research and identify operative holiday homes and maintaining a register to aid communication with owners to prioritise addressing of complaints.

In the 10 years of operation of this approach, very limited concern or impacts of holiday homes in residential areas have eventuated and they remain exempt for planning approval in Scheme 12.

However, in July 2024, a state-wide STRA Register ('the Register') came into effect, implemented to gather information on the STRA sector in Western Australia (WA), in accordance with the '*Short-Term Rental Accommodation Act 2024*.' The information collected from the Register will be used to enable data driven decision making, allowing for more informed policy and regulatory responses to be made. As of 1 January 2025, it is a mandatory requirement that all STRA operating within WA must be registered with the State Government. This information replaces the need for the City to have its own register of holiday homes.

The register is maintained through the Department of Local Government, Industry Regulation and Safety (LGIRS) and based on publicly available information, there are 647 premises in Mandurah currently registered.

Position Statement

The Western Australian Planning Commission produced a Position Statement that foreshadowed a series of amendments to the *Planning and Development (Local Planning Schemes) Regulations 2015* ('LPS Regulations') with the overall aim of providing more certainty and consistency across jurisdictions in respect to the treatment of STRA.

Key changes flagged in this document included dedicated land use classes for STRA to ensure a clear delineation between this use and traditional accommodation types, as well as a state-wide exemption for *hosted* STRA (where the owner-occupied is on site during a stay) and a 90-night exemption for *unhosted* STRA (where the site is rented out and the owner-occupied is not on site during a stay) within the Perth Metropolitan Area.

The Position Statement also included guidance on strategic and statutory planning matters for both tourism and STRA, as well as local planning policy development.

Local Planning Scheme (LPS) Regulations

The LPS Regulations are a key component of Western Australia's planning system comprising of three major parts:

- Regulations proper, which set out the process for preparing or amending a local planning scheme;
- 'Model' provisions, set out in Schedule 1, which are to be used by local governments in preparing or amending a local planning scheme; and
- 'Deemed' provisions, set out in Schedule 2, read automatically into all local planning schemes, and override any existing scheme provision to the extent of any inconsistencies. Where there is a conflict between these provisions and the scheme, the deemed provisions prevail.

Amendments to both Schedules 1 and 2 of the LPS Regulations have been made to facilitate the necessary planning changes of the State Government's short-term rental accommodation (STRA) reform initiatives, as envisaged by the Position Statement.

These changes, most notably, include:

- new 'deemed' land use classes (which means that they apply to all planning schemes without a further modification required to the local planning scheme) of 'hosted short-term rental accommodation' and 'unhosted short-term rental accommodation' to ensure these accommodation types are classified as dedicated land use classes in planning schemes and are consistent for all local planning schemes;
- new 'deemed' general terms (which means that they apply to all planning schemes without a further modification required to the local planning scheme) to define 'short-term rental accommodation' and link to the overarching *Short-Term Rental Accommodation Act 2024*, which provides the legal framework for the STRA Register;
- a new 'model' land use class of 'tourist and visitor accommodation' (which means that they apply to all planning schemes when an amendment or new scheme is proposed) to differentiate these use types from STRA, and consolidate a number of existing land use terms for tourist and visitor accommodation (aside from 'hotel'), as well as other changes to general definitions;
- a state-wide development approval exemption for 'hosted short-term rental accommodation' (this includes ancillary dwellings); and

- a 90-night (cumulative) exemption within a 12-month period for ‘unhosted’ short-term rental accommodation in the Perth metropolitan area; however, in regional areas (including the Peel Region), local governments have discretion to determine permissibility within their own local planning scheme.

Council was required to initiate an amendment to Scheme 12 as soon as possible with the amendment expected to be finalised by mid - 2025, – however due to other changes to Amendments 8 and 9, including the need for referral to the Environmental Protection Authority and advertising, this date was not achieved. Other than inconsistency between definitions in the Deemed Provisions being inconsistent with the land use table in Scheme 12, there are no major issues with these timeframes,

Council Adoption of Scheme Amendment No 8 (STRA) (May 2025)

With the introduction of the new deemed land use classes into planning schemes associated with short-term rental accommodation, local governments are required to amend their local planning schemes to modify and delete various land use and general definitions to Scheme 12. There are new exemptions that are also ‘deemed’ and as such are already operative, and this amendment proposes changes to the zoning table to reflect the hosted STRA exemption as a permitted use.

Whilst the new ‘deemed’ land use classes are automatically read into the Scheme 12 through the LPS Regulations, these uses are being incorporated into scheme zoning tables to ensure absolute clarity from an interpretation perspective, particularly given these uses replace previous land use classes within the City’s planning framework.

In addition to the STRA Regulations, the Position Statement and Planning Bulletin 115 provide further direction for how STRA should be dealt with in local planning schemes from a permissibility standpoint. To reflect these requirements, this amendment proposes the following designations for these new land use classes:

- ‘Hosted short-term rental accommodation’ is to be a Permitted use in all zones where any type of ‘dwelling’ is capable of approval, to reflect the state-wide exemption in the ‘deemed provisions.’ Hosted Short Term Rental Accommodation has historically been called a ‘Bed and Breakfast’ in local planning schemes and have been exempt from the need for development approval in Mandurah for a significant period of time.
- ‘Unhosted short-term rental accommodation’ (previously called ‘holiday homes’) within the Perth Metropolitan Area are exempt from requiring development approval for a period of up to 90-nights within a 12-month period from the date of registration. Use beyond requires a development approval from the local government.

For local governments outside the Metropolitan Region Scheme, zoning table and scheme provisions for unhosted short term rental accommodation regardless of the number of nights used in a 90-day period are at the discretion of the individual local governments. This is in recognition of the need to provide greater flexibility for regional local governments, acknowledging that there are various approaches dependent on local community demographics, housing availability and tourism markets. In Scheme 12, holiday homes are included in the Scheme as a permitted use within a range of zones where a house is permitted and due to the extensive history of dealing with ‘holiday homes’, this is proposed to continue for ‘unhosted short-term rental accommodation’.

- A new model land use class of ‘Tourist and Visitor Accommodation’ has been introduced to supersede various traditional accommodation land use types and provide a clearer delineation between these traditional formal tourist uses and ‘short-term rental accommodation’.

‘Tourist and Visitor Accommodation is defined as (as per the model provisions):

- (a) *means a building, or a group of buildings forming a complex, that —*
- (i) *is wholly managed by a single person or body; and*
 - (ii) *is used to provide accommodation for guests, on a commercial basis, with no individual guest accommodated for a period or periods exceeding a total of 3 months in any 12-month period; and*
 - (iii) *may include on-site services and facilities for use by guests; and*
 - (iv) *in the case of a single building — contains more than 1 separate accommodation unit or is capable of accommodating more than 12 people per night;*
- and*
- (b) *includes a building, or complex of buildings, meeting the criteria in paragraph (a) that is used for self-contained serviced apartments that are regularly serviced or cleaned during the period of a guest's stay by the owner or manager of the apartment or an agent of the owner or manager; but*
- (c) *does not include any of the following —*
- (i) *an aged care facility as defined in the Land Tax Assessment Act 2002 section 38A(1);*
 - (ii) *a caravan park;*
 - (iii) *hosted short-term rental accommodation;*
 - (iv) *a lodging-house as defined in the Health (Miscellaneous Provisions) Act 1911 section 3(1);*
 - (v) *a park home park;*
 - (vi) *a retirement village as defined in the Retirement Villages Act 1992 section 3(1);*
 - (vii) *a road house;*
 - (viii) *workforce accommodation;*

Note: Underlined terms are defined elsewhere in the local planning scheme.

In the context of Scheme 12, this implies the deletion of the following uses within the zoning table, various Special Use zones and parking requirements tables to align to the new definitions:

- Motel – specifically referenced in the new land use class definition;
- Serviced apartment – specifically referenced in the new land use class definition;
- Tourist development – directly replaced by the new use class; and
- Holiday accommodation – directly replaced by the new class.

A summary of the proposed changes (compared to existing) is as follows (as adopted by Council for advertising):

Existing Use Class	Proposed Use Class	Land Use Permissibility (see below for definition of D, X, P and I)
Bed and Breakfast Accommodation	Hosted Short-Term Rental Accommodation	- D in Centre Zones - X in Business Zones - P in Residential Zones - I in Tourism Zone (note – see ‘comment’ section below on changes)
Holiday Home	Unhosted Short-Term Rental Accommodation	- D in Centre Zones - X in Business Zones - P in Residential Zones - I in Tourism Zone (note – see ‘comment’ section below on changes)
- Motel - Serviced Apartment - Tourist Development - Holiday Accommodation	Tourist and Visitor Accommodation	- P in Neighbourhood Centre - D in Local Centre - X in Business Zones - A in Residential Zones - P in Tourism Zone
Hotel	(No Change)	

Notes:

- P is Permitted (no approval required); D is Discretionary (approval required); A is Discretionary but must be advertised; I is Incidental (meaning it is ancillary to the main use); X is Not Permitted
- Centre Zones: Neighbourhood Centre and Local Centre
- Business Zones: Service Commercial and General Industry
- Residential Zones: Mixed Use, Residential, Rural Residential, Rural Smallholdings, Rural
- Strategic Centre and District Centre zones reference are provided in Precinct Structure Plans

There are also some consequential changes required to general terms used in Scheme 12 as they are not included in the Deemed Provisions for Local Schemes.

These changes are reflected in the Amendment Text and summarised as follows:

Existing	Proposed
cabin means a dwelling forming part of a tourist development or caravan park that is: (a) an individual unit other than a chalet; and (b) designed to provide short-term accommodation for guests.	means a building that - (a) is an individual unit other than a chalet; and (b) forms part of – (i) tourist and visitor accommodation; or (ii) a caravan park

Existing	Proposed
	and (c) <i>if the unit forms part of a caravan park - is used to provide accommodation for persons, on a commercial basis, with no individual person accommodated for a period or periods exceeding a total of 3 months in any 12-month period</i>
chalet <i>means a dwelling forming part of a tourist development or caravan park that is -</i> (a) <i>a self-contained unit that includes cooking facilities, bathroom facilities and separate living and sleeping areas; and</i> (b) <i>designed to provide short-term accommodation for guests.</i>	<i>means a building that —</i> (a) <i>is a self-contained unit that includes cooking facilities, bathroom facilities and separate living and sleeping areas; and</i> (b) <i>forms part of –</i> (i) <i>tourist and visitor accommodation; or</i> (ii) <i>a caravan park</i> (c) <i>and if the unit forms part of a caravan park - is used to provide accommodation for persons, on a commercial basis, with no individual person accommodated for a period or periods exceeding a total of 3 months in any 12-month period.</i>
short-term accommodation <i>means temporary accommodation provided either continuously or from time to time with no guest accommodated for periods totalling more than 3 months in any 12-month period.</i>	<i>definition deleted</i>

Amendment No 9: Tourist Accommodation on selected Private Community Uses Zoned Land

Under Town Planning Scheme No 3 (Scheme 3), land located adjacent to, or a part of existing golf courses were included in zones that allowed for or provided for additional development opportunities to allow for tourist accommodation:

- Lot 3000 Meadow Springs Drive (north-west corner) – Meadow Springs Golf Course

The land was zoned Urban Development and identified as ‘golf course’ within the Meadow Springs Structure Plan, with prior concepts for the master planning of the Meadow Springs estate identifying tourist development opportunities close to the club house and around the remaining vacant land on the corner of Meadow Springs Drive and Oakmont Avenue. No further considerations or discussion have been made for an extended period on the development potential of this land, however, as it is zoned land, it is expected, over time, that opportunities may arise for further dialogue to activate this development site.



- Lot 400 and 401 Country Club Drive, Dawesville – The Cut Clubhouse site

Originally one site, the site was subdivided into two lots to facilitate a tourist / serviced apartment site on Lot 401 in 2015 under previous ownership of the golf course and clubhouse. The golf course itself sits on two separate sites – Lot 1500 (owned in freehold) and Reserve 2851 (lease over a Crown Reserve).

Lots 400 and 401 were zoned Urban Development in Scheme 3, with the Southport Structure Plan identifying these lots as 'Clubhouse' together with a requirement for this site and adjoining sites to be subject to a Development Guide Plan to determine land use, development outcomes, height, and scale. The subject lots were identified as 'Clubhouse Site' with a height of 6 storeys to allow for 34 short stay apartments. Whilst this Development Guide Plan can continue to be referenced as a Local Development Plan for this location, the land use provisions have been replaced by Scheme 12 provisions.



In preparing the then draft Scheme 12, initial drafts included these sites in a 'special use' zone to allow for a range of tourist and golf course related development outcomes, however, the final version was required to align with the Model Provisions for Local Planning Schemes, and these sites, together with private schools and the Mandurah Greyhounds site within the 'Private Community Uses' zone. The objectives of this zone are as follows:

- To provide sites for privately owned and operated recreation, and education premises.
- To integrate private recreation areas with public recreation areas wherever possible.
- To provide for a range of privately owned community facilities and uses that are incidental and ancillary to the provision of those facilities, which are compatible with surrounding development.
- To ensure that the standard of development is in keeping with surrounding development and protects the amenity of the area.
- To provide for the educational and private recreation requirements of the wider region without unduly impacting on local amenity.

- To provide for the controlled development of existing educational institutions and identified private recreation facilities within the Town, including private educational facilities, sports grounds with facilities for spectators, and recreation activities of a similar nature.
- To ensure that the activities on these sites do not unduly affect the residential amenity of the locality including, but not limited to, traffic and parking.

In preparing the land use table for this zone to cover privately owned recreation and education premises was challenging, given the extensive differences in context of a private school in a suburban and residential location to sites that have recreational and high level of visitation.

As a result, the land use table is generally designed to align with the private education perspective in a residential context. Notably, residential and tourist development uses are not permitted in the Private Community Uses zone in Scheme 12.

Council Adoption of Amendment No 9 (May 2025)

Since Scheme 12 must adhere to the model provisions for local schemes and lacks specific provisions to address the conflict between previous scheme controls and the need to manage both private education sites and privately run golf courses within a single zone, a logical approach is required.

This involves identifying additional uses suitable for selected sites and establishing a requirement for a local development plan. This plan will manage development controls such as height, scale, access, and setbacks, serving as a precursor to detailed design for development outcomes. The Department of Planning, Lands and Heritage has supported this approach. Consequently, modifications to Table 4 of Scheme 12 are proposed to address these issues as follows:

No	Description of Land	Additional Use	Conditions
A2	<i>Lot 3000 Meadow Springs Drive, Meadow Springs</i>	<i>P Uses:</i> <i>Tourist and Visitor Accommodation</i>	<i>(a) Where Tourist and Visitor Accommodation Uses are proposed, the site shall be subject to a Local Development Plan as per Part 6 of the Deemed Provisions to determine the location, form and scale of development for the site, having regard to the prevailing form of development surrounding the site, and ensure an appropriate interface to existing residential development.</i>
A3	<i>Lot 400 and 401 Country Club Drive, Dawesville</i>	<i>P Uses:</i> <i>Tourist and Visitor Accommodation</i>	<i>(a) Where Tourist and Visitor Accommodation Uses are proposed, the site shall be subject to a Local Development Plan as per Part 6 of the Deemed Provisions to determine the location, form and scale of development for the site, having regard to the</i>

No	Description of Land	Additional Use	Conditions
			<i>prevailing form of development surrounding the site, and ensure an appropriate interface to existing residential development.</i>

Comment

Following Council's adoption of Amendment 8 and 9 in May 2025, relevant Scheme Amendment documents were prepared, and subsequent steps were taken in regard to the Planning and Development Act. Local Planning Scheme Regulations were undertaken including the requirements to receive the Minister for Planning's consent to advertise and approval to advertise by the Environment Protection Agency.

Amendment No 8

In forwarding Amendment No 8 to the WAPC for final approval, under delegation, the Department of Planning, Lands and Heritage (the Department), in regard to Amendment No. 8, resolved to:

- 1) *require the local government to modify the scheme amendment in the following manner:*
 - (a) *Amend the land use permissibility for 'Hosted Short-term Rental Accommodation' under Clause 3.2 Zoning Table to a 'P' use in the Neighbourhood Centre, Local Centre and Tourism zones.*
 - (b) *Amend the land use permissibility for 'Unhosted Short-term Rental Accommodation' under Clause 3.2 Zoning Table to a 'P' use in the Tourism zone.*
- 2) *require the local government to resubmit the modified amendment for approval to advertise in accordance with section 83A(2)(a) of the Planning and Development Act 2005.*

The local government is also advised:

- a. *That the Western Australian Planning Commission considers the scheme amendment to be a **standard** amendment in accordance with Regulation 59 of the Planning and Development (Local Planning Schemes) Regulations 2015.*
- b. *That it must comply with Section 84 of the Planning and Development Act 2005, and the relevant procedures set out under Part 5 Division 3 of the Planning and Development (Local Planning Schemes) Regulations 2015, as the proposed scheme amendment is a standard amendment.*
- c. *While a preliminary assessment has been undertaken, this should not be construed as support for the amendment or that further modifications cannot be required following advertising.*

The Scheme Amendment text has been updated accordingly.

One one submission received raised a number of context, history and ongoing management challenges within Lot 507 Apollo Place. For some background, the subject development was approved in December 1998.

The City has sought legal advice on options to explore mechanisms to regulate residential and short-term rental accommodation at this location under the provisions of the *Planning and Development Act 2005* and *Building Act 2011*. Subsequent advice has been provided to the strata, property owners and operators. There are a range of matters concerning the conditions imposed on the

development at the time including, non-conforming land use and the enforceability of the above legislation in this situation that are not directly linked to Scheme Amendment 8.

Local Planning Strategy

As part of the original December 2009 Local Tourism Planning Strategy and then reflected in the current Local Planning Strategy that was largely prepared in 2013 but not finalised until 2021, a key focus was to transition from a very generic zoning for Tourism development to a focused one for protection of key tourism sites and precincts to ensure an ongoing tourism function remains in place.

The Local Planning Strategy identifies a number of key sites relating to tourism and provides the following commentary:

The majority of identified tourism sites are located within the Mandurah Strategic Centre and will be protected via a tourism designation within the Precinct Structure Plan, with site specific requirements applicable to each tourism site, to specify permitted uses and maximum residential occupancy. For those sites located outside the Mandurah Strategic Centre, the 'Tourism' zone and the 'Special Use' zone are proposed to be utilised within Scheme 12, to ensure future land uses are consistent with the specified tourism function of each site.

A range of tourism type uses (including holiday houses, tourist accommodation and eco-tourism) will also continue to be permitted across a number of zones within both Scheme 12 and the relevant Precinct Structure Plans. This will provide the flexibility to consider tourism proposals in appropriate locations, as well as provide for a variety of accommodation options within Mandurah.

Hosted STRA and Unhosted STRA as 'Permitted Use' in the Tourism Zone

The objective of the Tourism zone is as follows:

- *To promote and provide for tourism opportunities.*
- *To provide for a variety of holiday accommodation styles and associated uses, including retail and service facilities where those facilities are provided in support of the tourist accommodation and are of an appropriate scale where they will not impact detrimentally on the surrounding or wider area.*
- *To allow limited residential uses where appropriate.*
- *To encourage the location of tourist facilities so that they may benefit from existing road services, physical service infrastructure, other tourist attractions, natural features and urban facilities.*

To maintain primacy of the zone, limited areas outside the Mandurah Strategic Centre Precinct Structure Plan area are zoned Tourism and in regard to residential uses, a single house is an 'X' use (so therefore not permitted); and grouped and multiple dwellings are a 'D' use (so there is discretion to approve against objectives of the Scheme).

As a result of the above, 'bed and breakfast' (now to be called 'hosted STRA') and 'holiday home' (now to be called 'un-hosted' STRA) were allocated as 'I' uses which means they are 'incidental' to the main predominant use of the land.

By definition of hosted STRA and unhosted STRA now published in the deemed provisions in the LPS Regulation, the definition of 'short term rental accommodation' **'means a dwelling provided, on a commercial basis, for occupation under a short-term rental arrangement.'**

The net result of the above means the DPLH's requirement to change hosted STRA and unhosted STRA to a 'permitted' use in the Tourism zone is at odds with the objectives of the Tourism zone and the existing land use permissibility for residential uses in the Tourism zone and therefore, should continue to be incidental and not permitted uses. The DPLH's recommended change has also

resulted in this Amendment changing from a 'basic' to a 'standard' amendment that has resulted in the need to advertise and undertake additional administrative actions to modify.

Amendment No 9

Amendment 9 was granted to consent to advertise in late January 2026 subject to a small administrative error in the documents that required correction. Together with the advice, Amendment No. 9 is required to be advertised and considered either concurrently with or following advertising/consideration of Amendment No. 8 which was actioned.

Six submissions were received for Amendment 9 as follows:

- One from the landowner of both golf course sites in support of the proposal
- One objection from a landowner adjacent to the Meadow Springs Golf Course
- Two objections from landowners close to The Cut Golf Course Clubhouse site
- Two asking questions about the amendment and/or next steps in the process.

Most of the matters raised in submissions can be resolved at subsequent stages of development, however in the context of The Cut Golf Course, a few matters of historical context to the area are relevant to Amendment 9.

The original master planning for the development and around the Dawesville Channel had a significant area on the south-western quadrant identified for tourist development and golf course, with a hotel and resort originally identified at the location that is now occupied by the small canal adjacent to the Channel. In the later part of the 1990s' the Structure Plan was modified to move this 'resort' to the area around the location of the now golf course clubhouse for an area of approximately 4ha and being subject to future planning to allow the remaining residential areas around the golf course to progress.

During 2007 / 2008, the 'Southport Resort Development Guide Plan' was developed for this area – comprising:

- Lot 369 for the Clubhouse
- Lot 370 for residential housing
- Lot 371 development of up to 8 storey apartments (now developed as the Oceanique Apartments and were restricted to this height due to a state policy in place at the time) and
- Lot 372 in two parts – a resort hotel up to 8 storeys and accommodating 180 rooms; and the eastern portion for 25 short stay serviced apartments up to two storeys.

In 2011, this plan was modified to provide clarity over land use and added the provision for 34 apartments (permanent or short stay over 6 storeys) on the Clubhouse lot (Lot 369).

In 2012, this plan was modified to allow for residential subdivision of all or part of Lot 372 which then resulted in the residential subdivision of lots adjacent to Country Club Drive, Resort View, Caddy Lane and Buggy Lane and one remaining vacant site now zoned residential at Lot 9000.

In exchange, Lot 370 (being located between The Clubhouse site and Oceanique apartments site) was allocated as being the tourist development site. A development approval was issued for 71 serviced apartments over four storeys on this site in 2015. The site has since been zoned Tourism in Scheme 12 and remains vacant.

Essentially, submissions on reintroducing tourism development to Lot 369 have raised that the area was not designed for tourist development – however, it was originally designed and planned for tourist development that has not to date eventuated. This Amendment is seeking to correct an anomaly in the fitting in the previous planning for the location into the standard zones in Scheme 12.

MEAG Comment

This item does not have any impact on the natural environment and therefore has not been referred to Mandurah Environmental Advisory Group for comment.

Consultation

As required by the DPLH, Amendment 8 was changed to a 'standard' amendment and therefore required advertising and the consent to advertise both Amendments required them to be advertised concurrently.

Advertising was undertaken from 6 May 2026 to 19 June 2026 via direct mail (email if available) to 180 landowners (after duplicates removed) surrounding both golf courses and/or to previous direct correspondence with landowners and residents in regard to the City's management of STRA. All relevant details were provided on Mandurah Matters and included in public notices.

Comments and responses relating to the submissions are addressed in the comment section and in the Schedule of Submissions (Attachments 1 & 2).

Statutory Environment

The *Local Planning Schemes Regulations 2015* ('Regulations') identifies three different levels of Scheme amendments – basic, standard, and complex. The provisions of Regulation 35(2) of the Regulations requires Council's resolution to specify the level of the amendment and provide justification of the selected scheme amendment level.

Under Planning Bulletin 115, the WAPC however outlined that the classification of amendments is at the discretion of the individual local government, however, the following provides a guide on scenarios where a 'basic' or 'standard' amendment stream might apply with the following options:

- (a) Scheme amendments that propose to replace superseded land use classes with the new STRA land uses, without changes to permissibility in the zoning table, can generally be processed as a 'basic' amendment.
- (b) If an amendment introduces or changes permissibility for new STRA and traditional accommodation uses, or introduces supplemental development standards or other scheme provisions, it will generally be progressed as a 'standard' amendment.

As a result of the above, Amendment No 8 was only proposing to replace superseded land use classes uses, without changes to permissibility in the zoning table, and was to be a 'basic' amendment. A basic amendment can be forwarded direct to the Western Australian Planning Commission with no further advertising and referral to external agencies. However, as the WAPC required changes to the Zoning Table, Amendment 8 was changed to a 'standard' amendment and required advertising.

Following Council's consideration of Amendment 8 and 9, the amendments will be forwarded to DPLH for a recommendation to the WAPC and Minister for Planning for final consideration.

Policy Implications

Nil

Financial Implications

Nil

Economic Implications

The proposed scheme amendment will result in a contemporary and current local planning scheme and provide consistency and certainty within the tourism industry which in turn will support economic growth.

Environmental Implications

The Amendment No 8 does not have any significant environmental impact and as such, no internal referrals have been undertaken. Development outcomes arising from Amendment No 9 will be dealt with through subsequent stages of planning through development application process.

Risk Implications

If the proposed scheme amendment is not adopted, there is risk in Scheme 12 not being consistent with the STRA Regulations.

Strategic Implications

The following strategies from the City of Mandurah Strategic Community Plan 2024-2044 are relevant to this report:

Economy

- A diversified economy that supports growth sectors
- Well-planned, sustainable urban development
- A thriving city that residents are proud to call home and people want to visit
- A supportive business environment where investment is encouraged, and entrepreneurship prospers

Leadership

- Sound decisions based on evidence and meaningful engagement

Conclusion

The State Government's planning reforms for short-term rental accommodation came into effect on 18 September 2024 via *Planning and Development (Local Planning Schemes) Amendment (Short Term Rental Accommodation) Regulations 2024* ('STRA Regulations'). As a result, local governments are required to amend their local planning schemes to ensure a consistent approach to short term rental accommodation ('STRA').

Amendment No 8 and 9 were adopted by Council in May 2025 to implement these changes, together with bringing previously permitted tourist land uses back to two golf course sites.

Both Amendments were advertised from 6 May 2026 to 19 June 2026, with two submissions being received for Amendment No 8 and six for Amendment No 9. Whilst a number of key elements were received in submissions, due to the STRA Regulations and the context and history to both golf course sites, both Amendments are recommended for final approval and forwarding to the Western Australian Planning Commission for the Minister for Planning's final approval.

Officer Recommendation

That the Planning and Community Consultation Committee recommend that Council:

1. in accordance with Regulation 41(2) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, notes the submissions received in respect to Amendment No 8

and 9 to the City of Mandurah Local Planning Scheme No. 12 and endorses the response to the submissions as contained in Attachments 1 and 2.

2. in accordance with Regulation 41(3)(b) of the *Planning and Development (Local Planning Schemes) Regulations 2015* determines to SUPPORT WITH PROPOSED MODIFICATIONS to Amendment No 8 to the City of Mandurah Local Planning Scheme No. 12 and forward the amendment to the Western Australian Planning Commission seeking final approval by the Minister for Planning with the Scheme Amendment text to read as follows:

(a) *In Division 1, Clause 6.1, 'Terms Used':*

- delete the definition for 'short-term accommodation'.
- replace the general definition for 'cabin' to:

means a building that -

- (a) *is an individual unit other than a chalet; and*
- (b) *forms part of –*
 - (i) *tourist and visitor accommodation; or*
 - (ii) *a caravan park; and*
- (c) *if the unit forms part of a caravan park - is used to provide accommodation for persons, on a commercial basis, with no individual person accommodated for a period or periods exceeding a total of 3 months in any 12-month period.*

- replace the general definition for 'chalet' to:

means a building that —

- (a) *is a self-contained unit that includes cooking facilities, bathroom facilities and separate living and sleeping areas; and*
- (b) *forms part of –*
 - (i) *tourist and visitor accommodation; or*
 - (ii) *a caravan park;*
- (c) *and if the unit forms part of a caravan park - is used to provide accommodation for persons, on a commercial basis, with no individual person accommodated for a period or periods exceeding a total of 3 months in any 12-month period.*

(b) *In Division 2, Clause 6.2, 'Land Use Terms Used':*

- delete the definitions for:
 - *bed and breakfast*
 - *holiday accommodation*
 - *holiday house*
 - *motel*
 - *serviced apartment; and*
 - *tourist development.*
- *Inserting the definitions for "tourist and visitor accommodation" as per Schedule 1 – Model Provisions:*
 - (a) *means a building, or a group of buildings forming a complex, that —*
 - (i) *is wholly managed by a single person or body; and*
 - (ii) *is used to provide accommodation for guests, on a commercial basis, with no individual guest accommodated for a period or periods exceeding a total of 3 months in any 12-month period; and*
 - (iii) *may include on-site services and facilities for use by guests; and*

- (iv) *in the case of a single building — contains more than 1 separate accommodation unit or is capable of accommodating more than 12 people per night; and*
- (b) *includes a building, or complex of buildings, meeting the criteria in paragraph (a) that is used for self-contained serviced apartments that are regularly serviced or cleaned during the period of a guest's stay by the owner or manager of the apartment or an agent of the owner or manager; but*
- (c) *does not include any of the following —*
- (i) *an aged care facility as defined in the Land Tax Assessment Act 2002 section 38A(1);*
 - (ii) *a caravan park;*
 - (iii) *hosted short-term rental accommodation;*
 - (iv) *a lodging-house as defined in the Health (Miscellaneous Provisions) Act 1911 section 3(1);*
 - (v) *a park home park;*
 - (vi) *a retirement village as defined in the Retirement Villages Act 1992 section 3(1);*
 - (vii) *a road house;*
 - (viii) *workforce accommodation;*
- (c) *In Clause 3.2 'Zoning Table', insert in alphabetical order the following land uses and permissibility:*

Use Class	Neighbourhood Centre	Local Centre	Service Commercial	General Industry	Mixed Use	Residential	Rural Residential	Rural Smallholdings	Rural	Private Community Uses	Tourism
Hosted Short-Term Rental Accommodation	P	P	X	X	P	P	P	P	P	X	I
Unhosted Short-Term Rental Accommodation	D	D	X	X	P	P	P	P	P	X	I
Tourist and Visitor Accommodation	P	D	X	X	A	A	A	A	A	X	P

- (d) *In Clause 3.2 'Zoning Table'; Table 6 'Special Use Zones in Scheme Area'; Schedule 2 'Parking Requirements' delete references to:*
- *bed and breakfast;*
 - *holiday accommodation;*
 - *holiday house;*
 - *motel;*
 - *serviced apartment; and*

- *tourist development.*

(e) *In Table 6, 'Special Use Zones in Scheme Area':*

- *replace reference of 'bed and breakfast' to 'hosted short-term rental accommodation'; and*
- *replace reference of 'tourist development' with 'tourist and visitor accommodation'*

(f) *In Schedule 2 'Parking Requirements':*

- *replace reference of 'holiday house' with 'unhosted short-term rental accommodation'; and*
- *replace reference of 'tourist development' with 'tourist and visitor accommodation'*

3. in accordance with Regulation 41(3)(b) of the *Planning and Development (Local Planning Schemes) Regulations 2015* determines to SUPPORT WITH NO MODIFICATIONS to Amendment No 9 to the City of Mandurah Local Planning Scheme No. 12 and forward the amendment to the Western Australian Planning Commission seeking final approval by the Minister for Planning with the Scheme Amendment text to read as follows:

(a) *Modifying Table 4: Specified Additional Use for Zoned Land in Scheme Area:*

No	Description of Land	Additional Use	Conditions
A3	Lot 3000 Meadow Springs Drive, Meadow Springs	P Uses: <i>Tourist and Visitor Accommodation</i>	(a) <i>Where Tourist and Visitor Accommodation Uses are proposed, the site shall be subject to a Local Development Plan as per Part 6 of the Deemed Provisions to determine the location, form and scale of development for the site, having regard to the prevailing form of development surrounding the site, and ensure an appropriate interface to existing residential development.</i>
A4	Lot 400 and 401 Country Club Drive, Dawesville	P Uses: <i>Tourist and Visitor Accommodation</i>	(a) <i>Where Tourist and Visitor Accommodation Uses are proposed, the site shall be subject to a Local Development Plan as per Part 6 of the Deemed Provisions to determine the location, form and scale of development for the site, having regard to the prevailing form of development surrounding the site, and ensure an appropriate interface to existing residential development.</i>

- (b) *Amending the Scheme Maps accordingly.*

Committee Recommendation

That Council:

1. in accordance with Regulation 41(2) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, notes the submissions received in respect to Amendment No 8 and 9 to the City of Mandurah Local Planning Scheme No. 12 and endorses the response to the submissions as contained in Attachments 1 and 2.
2. in accordance with Regulation 41(3)(b) of the *Planning and Development (Local Planning Schemes) Regulations 2015* determines to **SUPPORT WITH PROPOSED MODIFICATIONS** to Amendment No 8 to the City of Mandurah Local Planning Scheme No. 12 and forward the amendment to the Western Australian Planning Commission seeking final approval by the Minister for Planning with the Scheme Amendment text to read as follows:

- (a) *In Division 1, Clause 6.1, 'Terms Used':*

- *delete the definition for 'short-term accommodation'.*
- *replace the general definition for 'cabin' to:*

means a building that -
 - (c) *is an individual unit other than a chalet; and*
 - (c) *forms part of –*
 - (i) *tourist and visitor accommodation; or*
 - (ii) *a caravan park; and*
 - (c) *if the unit forms part of a caravan park - is used to provide accommodation for persons, on a commercial basis, with no individual person accommodated for a period or periods exceeding a total of 3 months in any 12-month period.*
- *replace the general definition for 'chalet' to:*

means a building that —
 - (c) *is a self-contained unit that includes cooking facilities, bathroom facilities and separate living and sleeping areas; and*
 - (c) *forms part of –*
 - (i) *tourist and visitor accommodation; or*
 - (ii) *a caravan park;*
 - (c) *and if the unit forms part of a caravan park - is used to provide accommodation for persons, on a commercial basis, with no individual person accommodated for a period or periods exceeding a total of 3 months in any 12-month period.*

- (b) *In Division 2, Clause 6.2, 'Land Use Terms Used':*

- *delete the definitions for:*

- **bed and breakfast**
 - **holiday accommodation**
 - **holiday house**
 - **motel**
 - **serviced apartment; and**
 - **tourist development.**
- **Inserting the definitions for “tourist and visitor accommodation” as per Schedule 1 – Model Provisions:**
 - (c) **means a building, or a group of buildings forming a complex, that —**
 - (iv) **is wholly managed by a single person or body; and**
 - (iv) **is used to provide accommodation for guests, on a commercial basis, with no individual guest accommodated for a period or periods exceeding a total of 3 months in any 12-month period; and**
 - (iv) **may include on-site services and facilities for use by guests; and**
 - (iv) **in the case of a single building — contains more than 1 separate accommodation unit or is capable of accommodating more than 12 people per night; and**
 - (c) **includes a building, or complex of buildings, meeting the criteria in paragraph (a) that is used for self-contained serviced apartments that are regularly serviced or cleaned during the period of a guest’s stay by the owner or manager of the apartment or an agent of the owner or manager; but**
 - (c) **does not include any of the following —**
 - (viii) **an aged care facility as defined in the Land Tax Assessment Act 2002 section 38A(1);**
 - (viii) **a caravan park;**
 - (viii) **hosted short-term rental accommodation;**
 - (viii) **a lodging-house as defined in the Health (Miscellaneous Provisions) Act 1911 section 3(1);**
 - (viii) **a park home park;**
 - (viii) **a retirement village as defined in the Retirement Villages Act 1992 section 3(1);**
 - (viii) **a road house;**
 - (viii) **workforce accommodation;**
- (d) **In Clause 3.2 ‘Zoning Table’, insert in alphabetical order the following land uses and permissibility:**

Use Class	N e g h b o u r h o o d C e n t r e	L o c a l C o m m u n i t y	S e r v i c e C o m m u n i t y	G e n e r a l I n d u s t r y	M i x e d U s e	R e s i d e n t i a l	R u r a l R e s i d e n t i a l	R u r a l S m a ll h o u s i n g s	R u r a l C o m m u n i t y U s e s	P r i v a t e C o m m u n i t y U s e s	T o u r i s m
Hosted Short-Term Rental Accommodation	P	P	X	X	P	P	P	P	P	X	I
Unhosted Short-Term Rental Accommodation	D	D	X	X	P	P	P	P	P	X	I
Tourist and Visitor Accommodation	P	D	X	X	A	A	A	A	A	X	P

(d) In Clause 3.2 'Zoning Table'; Table 6 'Special Use Zones in Scheme Area'; Schedule 2 'Parking Requirements' delete references to:

- **bed and breakfast;**
- **holiday accommodation;**
- **holiday house;**
- **motel;**
- **serviced apartment; and**
- **tourist development.**

(d) In Table 6, 'Special Use Zones in Scheme Area':

(d)

- **replace reference of 'bed and breakfast' to 'hosted short-term rental accommodation'; and**

- **replace reference of 'tourist development' with 'tourist and visitor accommodation'**

(d) In Schedule 2 'Parking Requirements':

- **replace reference of 'holiday house' with 'unhosted short-term rental accommodation'; and**
- **replace reference of 'tourist development' with 'tourist and visitor accommodation'**

1. in accordance with Regulation 41(3)(b) of the *Planning and Development (Local Planning Schemes) Regulations 2015* determines to **SUPPORT WITH NO MODIFICATIONS** to Amendment No 9 to the City of Mandurah Local Planning Scheme No. 12 and forward the amendment to the Western Australian Planning Commission seeking final approval by the Minister for Planning with the Scheme Amendment text to read as follows:

2.

(a) Modifying Table 4: Specified Additional Use for Zoned Land in Scheme Area:

No	Description of Land	Additional Use	Conditions
A3	Lot 3000 Meadow Springs Drive, Meadow Springs	P Uses: Tourist and Visitor Accommodation	(a) Where Tourist and Visitor Accommodation Uses are proposed, the site shall be subject to a Local Development Plan as per Part 6 of the Deemed Provisions to determine the location, form and scale of development for the site, having regard to the prevailing form of development surrounding the site, and ensure an appropriate interface to existing residential development.
A4	Lot 400 and 401 Country Club Drive, Dawesville	P Uses: Tourist and Visitor Accommodation	(a) Where Tourist and Visitor Accommodation Uses are proposed, the site shall be subject to a Local Development Plan as per Part 6 of the Deemed Provisions to determine the location, form and scale of development for the site, having regard to the prevailing form of development surrounding the site, and ensure an appropriate interface to existing residential development.

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(b) *Amending the Scheme Maps accordingly.*

Attachments

1. Scheme Amendment No 8 Schedule of Submissions [**18.4.1** - 4 pages]
2. Scheme Amendment No 9 Schedule of Submissions [**18.4.2** - 8 pages]

Proposed Local Planning Scheme Amendments No 8 (Short Term Rental Accommodation): Schedule of Submissions

No.	Summary of Submission	Local Government Response
1.	Apollo Quay Apollo Place, Halls Head <i>a purpose-built mixed tourism/residential strata development, within which we operate the onsite letting services and caretaking business under management rights agreements</i> (a) Acquired the business in December 2021, relying on: - the original planning approval - building classification - the centrally managed operational structure - and the established serviced apartment tourism model Since that time, we have experienced a sustained and escalating breakdown in the operation of the scheme, directly linked to: - the introduction of LPS 12 in 2022; and - the increasing misapplication of STRA within the development Apollo Quay was approved as a 72 Unit Residential / Short Stay Accommodation Complex. This approval established a controlled and structured development, including: - a defined mix of residential and short stay accommodation - a cap on short stay use - a requirement for coordinated management The development (building code) is classified as: - Class 3 – Short Stay Accommodation (majority of lots) - Class 2 – Residential (limited lots) Class 3 accommodation is not a dwelling and cannot be used as a dwelling without approval. The development was designed and approved to operate as a centrally managed serviced apartment complex, supported by onsite reception; caretaker; letting agent and shared infrastructure	(a) Noted. Local Planning Scheme 12 has no impact on the development as non-conforming use rights were established via the previous development approval that was approved prior to LPS12 and its predecessor TPS3. This approval included a condition, issued in 1998, stating: <i>'only 40 units can be used for short stay accommodation and these units are to be nominated prior to the issue of the building licence'.</i> The Building Code of Australia provides that premises are able to move between these building classes unless building works are undertaken that trigger approvals under the Building Act 2011 or the units do not meet requirements through inadequate access to required facilities. This statement should be reviewed in the context of the developments Strata By-Laws which are not affected by this proposed Scheme Amendment.

No.	Summary of Submission	Local Government Response										
	This model is reinforced by Letting Services Agreement; Caretaking Agreement and Management Statement and By-Laws. The Strata Company must not permit competing accommodation businesses within the complex. Apollo Quay is not a generic tourism or residential site — it is a specific, approved development with a defined structure. (b) The introduction of LPS 12 applied a 75% tourism / 25% residential framework and classification (in the Tourism Strategy) as a Non-Strategic Tourism Site. The planning framework shifted from a specific, approval-based structure to a generalised, flexible zoning framework The 2022 changes did not override the original approval; did not alter building classification; did not recognise the centralised management model. The planning framework changed, but the development itself did not. We question who was consulted during the development of LPS 12? And whether any consultation occurred with the management rights operators, strata manager and existing tourism accommodation developments? At no time during due diligence discussions were we informed that the planning framework was evolving in a way that would materially impact the operation of the business. We met with the City of Mandurah and representatives of the Council of Owners before the business was assigned to us by the Strata Company (via the Strata Manager). (c) STRA – Fundamental Misapplication; STRA is a Dwelling-Based Use and STRA is defined as short-term rental of a dwelling. Apollo Quay is Not a Dwelling-Based Development; the majority of lots are Class 3 (not dwellings) and the development is structured as a centrally managed tourism complex. STRA is being applied to lots that are not capable of functioning as lawful dwellings. STRA Is Not a Tourism Accommodation Use There is a clear distinction between: <table><tr><td>Serviced Apartments</td><td>STRA</td></tr><tr><td>Centrally managed</td><td>Individually operated</td></tr><tr><td>Class 3</td><td>Dwelling-based</td></tr><tr><td>Integrated</td><td>Fragmented</td></tr><tr><td>Single business</td><td>Multiple competing businesses</td></tr></table>	Serviced Apartments	STRA	Centrally managed	Individually operated	Class 3	Dwelling-based	Integrated	Fragmented	Single business	Multiple competing businesses	(b) The Tourism Planning Strategy (in 2009), the Local Planning Strategy and Local Planning Scheme 12 went through extensive and thorough community and landowner engagement in late 2019 / early 2020. Advice was provided at the time of enquiries that the provisions of the planning framework had changed but would not alter the operations of the development unless significant changes or redevelopment were proposed given non-conforming use rights. As per standard provisions of local planning schemes, when the zoning or development requirements of a scheme change, the pre-existing and lawfully approved development that was considered under the previous Scheme have 'non-conforming use rights'. These non-conforming use rights continue to apply to the Property (as a whole) and the provisions of Scheme 12 do not displace those rights. (c) Yes these comments are correct, however in the context of the subject location, there is a mix of dwellings and short stay accommodation. The Class of Building in the Building Code Australia has no relevance to the use classes provided through a planning scheme and then development approval. The Building Code provides the ability to utilise Class 3 Buildings for residential purpose provided they meet requirements.
Serviced Apartments	STRA											
Centrally managed	Individually operated											
Class 3	Dwelling-based											
Integrated	Fragmented											
Single business	Multiple competing businesses											

No.	Summary of Submission	Local Government Response
	STRA is being incorrectly treated as tourism accommodation and STRA Has Exceeded Incidental Use as it is full-time; unhosted; commercial in scale and operated across multiple lots. STRA is a primary competing land use, not incidental. There are instances of dual key Class 3 apartments being split into separate STRA listings where facilities are shared and one component is not self-contained. These do not meet the definition of a dwelling and should not operate as independent STRA. (d) Impact on Development has resulted in Operational Impact has shown 290+ recorded interruptions; unmanaged guest access; reliance on central reception; contractor interference. • Governance Breakdown in alignment of STRA operators within Council of Owners and attempts to alter by-laws and governance (shut down with special resolution) and efforts to undermine central management • Commercial Impact of competing accommodation businesses within the scheme and erosion of the approved letting model. • Personal Impact - these issues have persisted for almost five years and have resulted in sustained stress; ongoing operational conflict; significant impact on wellbeing. (e) There is inconsistent and Inequitable Application of STRA Controls; The proposed framework applies: • Discretionary (D) status to STRA in Strategic Centre locations (e.g. Mandurah Marina developments such as Seashells and the Atrium); • Permitted (P) status in areas such as Apollo Quay Developments such as Apollo Quay; Seashells Mandurah and The Atrium share strata-titled ownership; centralised management structures and shared infrastructure STRA presents the same compatibility issues in all of these developments yet is treated differently based solely on zoning. Functionally identical strata-titled tourism developments are being subject to different planning controls. STRA permissibility should be determined by development type and compatibility, not location alone. We do not support STRA operating within Apollo Quay in any form, except where accommodation is managed through the approved onsite letting services business for the following reasons. Independent STRA: • conflicts with the original planning approval • is inconsistent with Class 3 building classification • undermines centralised management	(d) These matters are internal management / strata management issues. (e) Condition 20 of the original approval applies to the site – however it is recognised that the Scheme provisions of 75% Tourism/25% Residential conflict with the original approval granted for this site and until there is significant redevelopment proposal on the site this Scheme amendment and LPS12 does not apply to this site.

No.	Summary of Submission	Local Government Response
	creates competing accommodation businesses (f) We do not support STRA as an incidental use; STRA as a permissible use; independent STRA operating from any lots within the scheme. We support short stay accommodation that is centrally managed and compliant with the approved development model. (g) We request that the City Clarify STRA application - Confirm STRA applies only to lawful dwellings; Recognise existing approvals - Ensure planning decisions respect original approval; building classification and management structures; Address consultation gap - Provide clarity on consultation undertaken and Restrict commercial STRA- Prevent multi-lot STRA businesses within the scheme (h) Apollo Quay is a purpose-built, centrally managed serviced apartment development with a defined operational structure. The issue is not that the development has changed — it is that the planning framework is now being applied in a way that disregards its approval, structure and purpose.	(f) In isolation, the DPLH has required Scheme 12 to apply consistency across the state and a 'Tourism' zone to have a STRA as a permitted use. As outlined in the report, it is difficult to understand how STRA (which means a dwelling used for short term rental accommodation) can be a 'P' use when a 'dwelling' is a 'D' use. Regardless, the existing approval for the subject site will have little bearing on whether STRA in a tourism zone is an I or P use. (g) STRA is to be applied to 'dwellings' being used for short term rental and then the application on these other locations will also be dependant on the original development approval issued and/or the strata management arrangements that would have been applied based on the planning framework applicable to these sites when their approvals were granted. So in effect STRA is determined by development type. (h) As the site is fully developed and has been operating as a mixed tourist and residential use, there are non-conforming use rights applicable to the Property. The conditions applied to the development apply to the site as a whole and even if an individual unit changes from residential to short term (or vice versa), that change of use does not require an application for development approval as it is still generally consistent with the use contemplated by the Approval for the entirety of the Development. Whilst there is a mathematical inconsistency between Condition 20 and Scheme 12 there is no contravention of Condition 20, unless a substantial number of units are not used at all for residential. Scheme 12 or the changes proposed under Amendment 8 will have no impact on the operations of the subject site, unless a proposed (re)-development of the site is proposed. Whilst it is under Strata ownership, this would seem extremely unlikely.
2.	This submission is in support of the Scheme Amendment (No.8) and commends the City on its continued pragmatic approach to permit holiday homes (unhosted short term rental accommodation) without the need for additional planning approval in residential areas, as it reflects the historical character of Mandurah. It is appreciated this can't be said for all areas of the State.	Noted and Supported.

Proposed Local Planning Scheme Amendments No 9 (Additional Use to Golf Course Sites): Schedule of Submissions

No.	General Location and Summary of Submission	Local Government Response
1.	<i>LK Advisory</i> <i>on behalf of our client, Ten Golf Group Pty Ltd: Registered proprietor of: Lot 3000 Meadow Springs Drive (Meadow Springs Golf and Country Club) and Lots 400 and 401 Country Club Drive, Dawesville (The Cut Golf Course).</i> (a) Amendment No. 9 to LPS 12 proposes to apply an Additional Use zone over our client's Lots 3000, 400 and 401 with corresponding provisions included in Table 4 of the Scheme (Additional Uses A3 and A4 respectively) to allow "Tourist and Visitor Accommodation" as a permitted land use subject to the preparation and approval of a Local Development Plan. Amendment No. 9 is being progressed concurrently with Amendment No. 8 to LPS 12, which seeks to introduce a new land use definition for "Tourist and Visitor Accommodation" and replace several existing use classes, including "Holiday Accommodation", "Motel" and "Tourist Development". We note the changes proposed by Amendment No. 8 will align LPS 12 with the deemed provisions and model land use definitions under the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>. Together, Amendment Nos. 8 and 9 will facilitate development of tourist and visitor accommodation at both Meadow Springs Golf and Country Club and The Cut Golf Course. This will broaden the City's existing appeal as a tourism destination, promote recreation-based tourism, contribute to direct and indirect job creation in the tourism and recreation sector, and grow the local visitor economy by appealing to local, domestic and international visitors alike. Our client strongly supports both Scheme Amendments and commends the City's initiative to update LPS 12 in the manner proposed.	(a) Noted and Supported. It is encouraging that opportunities to explore additional tourist accommodation options are supported by the respective landowners.
2.	<i>Oakmont Avenue; Meadow Springs</i> (a) Object to potential about the future of what is to become of our area. - It will be more traffic and noise, the lighting is poor this end of road. Tourist should be in the city where all the action is - Pollution from Excavations noise of land clearance burnings of trees and vegetation where wildlife live.	(a) Noted The subject site remains available for additional development and these impacts are likely regardless of the type of development. The opportunity to provide some tourist accommodation in this location was part of the original master planning for Meadow Springs. The Scheme provisions proposed require a Local Development Plan to be prepared prior to development to address:

No.	General Location and Summary of Submission	Local Government Response
	- Complete upheaval from peace to noise which is why we moved down here in Meadow Springs - Also damage to the pavement and curbs currently happened with the heavy Vehicles from the last Excavation upgrade Power. It's becoming dangerous walking on broken pavers	<i>determine the location, form and scale of development for the site,</i> <i>having regard to the prevailing form of development surrounding the site,</i> <i>and ensure an appropriate interface to existing residential development.</i>
3.	<i>Sanctuary Circuit, Dawesville</i> (a) The Dawesville and The Cut precinct is currently experienced as a quiet coastal neighbourhood with low-density housing and a strong sense of residential stability. Introducing a higher-intensity visitor accommodation use at this site risks changing how the area functions on a day-to-day basis, particularly during weekends and holiday periods. - Residential amenity impacts: Short-stay accommodation typically brings increased turnover of occupants, unfamiliar visitors, and more variable activity patterns. Even if managed appropriately, this can reduce the sense of calm and consistency that currently defines the area. - Traffic and parking pressure: The surrounding road network appears limited in its ability to absorb additional visitor demand. Increased vehicle movements, parking pressure, and ride-share activity would likely be most heavily felt by nearby residents. - Gradual change in neighbourhood character: Allowing this type of use in a primarily residential-adjacent setting risks setting a precedent for further intensification over time. These incremental changes can collectively alter the character of a neighbourhood in ways that are difficult to reverse. - Location suitability: While the site sits within a golf course precinct, its close relationship to surrounding residential streets makes it a sensitive location for this type of use. - Long-term liveability: The key strength of Dawesville is its quiet coastal residential environment. Planning decisions should prioritise protecting that existing character and avoiding unnecessary pressure on local amenities.	(a) In the later part of the 1990s' the Structure Plan for Southport identified a 'resort' to the area around the location of now golf course clubhouse for an area of approximately 4ha and being subject to future planning to allow the remaining residential areas around the golf course to progress. The areas were subject to an approval for significant tourist development which was then modified in 2012 to allow some residential subdivision. In exchange, Lot 370 (being located between The Clubhouse site and Oceanique apartments site) was allocated as being the tourist development site. A development approval was issued for 71 serviced apartments over four storeys on this site in 2015. The site has been since zoned Tourism in Scheme 12 and remains vacant. Essentially, reintroducing tourism development to Lot 369 seeks to retain previously approved development that was missed in the preparation of Scheme 12 for an area that was designed for tourist development. The Scheme Amendment introduces the need for a Local Development Plan to address the following: <i>determine the location, form and scale of development for the site,</i> <i>having regard to the prevailing form of development surrounding the site,</i> <i>and ensure an appropriate interface to existing residential development.</i>
4.	<i>Resort View, Dawesville</i> (a) Does this draft plan allow redevelopment of 'The Cut' clubhouse to use as Accommodation?	(a) Yes, this Amendment reintroduces previously permitted uses to the site.

No.	General Location and Summary of Submission	Local Government Response
	(b) Does this draft plan change our ability to let our property (as holiday accommodation) if we choose to do so?	(b) No changes to previous approval approaches to Holiday Homes (now called 'unhosted short term rental accommodation') are proposed by this amendment – just a change in definition to align with state requirements.
5.	<i>Sanctuary Circuit, Dawesville</i> (a) Purchased in Dawesville because it is a quiet coastal residential community with a strong local character, low-density living, and a peaceful environment. Introducing intensified tourist accommodation into this area would fundamentally change the character of the neighbourhood and undermine the lifestyle expectations that attracted me to the area. • Loss of Residential Amenity: The proposed tourist accommodation use is not compatible with the established residential nature of Dawesville and The Cut precinct. Increased short-stay visitation typically brings higher noise levels, frequent turnover of occupants, late-night activity, and reduced neighbourhood cohesion compared to permanent residents. Made a decision to live here based on the expectation of a stable residential environment, not a tourism-focused precinct. • Traffic, Parking and Infrastructure Pressure: Country Club Drive and surrounding local roads were not designed to support increased tourism-related intensification. Additional short-stay accommodation will increase traffic volumes, parking demand, rideshare activity, and general congestion, particularly during peak holiday periods. • I am concerned that the proposal does not adequately address cumulative infrastructure impacts on local roads and surrounding community access. • Precedent for Further Development: Allowing tourist accommodation at this site sets a precedent for further commercialisation and tourism expansion within Dawesville. Once established in the planning framework, such uses are difficult to reverse and can lead to incremental overdevelopment over time. I chose Dawesville specifically for its residential and low-density coastal character, not as a destination precinct. • Inconsistency with Existing Neighbourhood Character: The appeal of Dawesville lies in its quiet coastal identity and natural environment. Intensified tourist accommodation near residential areas risks eroding these core characteristics. Planning decisions should prioritise long-term liveability and neighbourhood stability.	(a) In the later part of the 1990s' the Structure Plan for Southport identified a 'resort' to the area around the location of now golf course clubhouse for an area of approximately 4ha and being subject to future planning to allow the remaining residential areas around the golf course to progress. The areas were subject to an approval for significant tourist development which was then modified in 2012 to allow some residential subdivision. In exchange, Lot 370 (being located between The Clubhouse site and Oceanique apartments site) was allocated as being the tourist development site. A development approval was issued for 71 serviced apartments over four storeys on this site in 2015. The site has been since zoned Tourism in Scheme 12 and remains vacant. Essentially, reintroducing tourism development to Lot 369 seeks to retain previously approved development that was missed in the preparation of Scheme 12 for an area was designed for tourist development. The Scheme Amendment introduces the need for a Local Development Plan to address the following: • <i>determine the location, form and scale of development for the site,</i> • <i>having regard to the prevailing form of development surrounding the site,</i> • <i>and ensure an appropriate interface to existing residential development.</i>

No.	General Location and Summary of Submission	Local Government Response
	Insufficient Community Benefit: The proposal does not clearly demonstrate why this change is necessary or how it benefits existing residents. Any private development gain should not outweigh the long-term impacts on surrounding homeowners and community amenity.	
6.	<i>Country Club Drive, Dawesville</i> (a) Not opposed in principle to the clubhouse site being used productively. (b) Also recognise that the history here is genuinely awkward: a tourist accommodation use was specifically planned for this site back in 2015 under the previous scheme, and the transition to Scheme 12's model provisions appears to have inadvertently dropped that use altogether, leaving the City to "tidy up" an anomaly rather than introduce something entirely new. (c) Have purchased my property with a long-term view – I intend for this to be my retirement home, and a meaningful part of the appeal of this location was the relatively quiet, low-key, residential character of the streets around the golf course, alongside the obvious amenity of living next to a well-maintained course. (d) Have some questions and concerns below How the Local Development Plan requirement will actually operate My primary concern with Amendment No. 9 is less about the principle of allowing Tourist and Visitor Accommodation back onto Lots 400 and 401, and more about how the transition from "permitted use" to "approved building" will actually be managed, and what opportunity – if any – adjoining owners will have to comment on the design, scale and siting of any future development. As I understand it, the amendment proposes to insert a new entry into Table 4 (Specified Additional Use for Zoned Land in Scheme Area) for Lots 400 and 401, designating Tourist and Visitor Accommodation as a "P" (permitted) use, subject to the following condition: "Where Tourist and Visitor Accommodation Uses are proposed, the site shall be subject to a Local Development Plan as per Part 6 of the Deemed Provisions to determine the location, form and scale of development for the site, having regard to the prevailing form of development surrounding the site, and ensure an appropriate interface to existing residential development." I support the inclusion of this condition – it appears to be the main (and possibly only) mechanism by which the design, height, bulk, setbacks and residential interface of any future development on this site will be tested. However, I would appreciate clarification on the following: Will a new Local Development Plan be prepared and advertised, or will the City rely on the existing 2015 Development Guide Plan? The Scheme Amendment Report for Amendment No. 9 notes that the Development Guide Plan prepared	(a) Noted. (b) Noted. (c) See comments above on the history and need for a Local Development Plan to address integration with the surrounds. (d) Noted. The Scheme Amendment Report does state this and probably should state '2012' Guide Plan. The report should have also mentioned that a Local Development Plan (LDP) has an approval period of 10 years (from October

No.	General Location and Summary of Submission	Local Government Response
	for the Southport Structure Plan in 2015 – which identified the site as the "Clubhouse Site" with a height allowance of 6 storeys for 34 short-stay apartments – "can continue to be referenced as a Local Development Plan for this location." - Does the 2015 Development Guide Plan is considered to already satisfy the Local Development Plan condition attached to the new Table 4 entry, such that a development application for Tourist and Visitor Accommodation consistent with that document could proceed directly to assessment without a further Local Development Plan process; or - a new Local Development Plan, prepared and advertised under the current Part 6 Deemed Provisions, would still be required before any development application is lodged, regardless of the existence of the 2015 document. - would respectfully suggest this significantly changes the practical effect of the condition for adjoining owners. The 2015 document was prepared roughly a decade ago, under a different scheme, and – I assume – without reference to the residential development that has occurred around Country Club Drive since that time (including, potentially, my own property and others). A condition requiring "an appropriate interface to existing residential development" only has real substance if "existing" is read as meaning existing at the time of assessment, not existing in 2015. - If a new Local Development Plan is required, what consultation process applies? Assuming option (b) above, I understand that Local Development Plans prepared under Part 6 of the Deemed Provisions are generally required to be advertised for public comment for a minimum period (I believe 21 days is the standard, unless the local government determines the plan meets the threshold for a "minor" LDP not requiring advertising). Given the scale of development contemplated (a 6-storey building with up to 34 apartments, in an area otherwise characterised by low-rise residential housing), I would ask the City to confirm that any future Local Development Plan for this site would be treated as requiring full advertising, and that adjoining and nearby landowners – including residents along Country Club Drive – would be directly notified, rather than relying solely on general public notice. 1.3 – Will the Local Development Plan address matters beyond "interface", such as height, view impacts, overshadowing, and traffic? The condition as drafted refers to "location, form and scale of development... having regard to the prevailing form of development surrounding the site" and "an appropriate interface to existing residential development." - Would ask the City to confirm whether, as part of any future Local Development Plan process, matters such as the following would be specifically addressed: Building height relative to the predominant 1–2 storey character of surrounding residential development; Overshadowing and loss of view (including golf course views, which many adjoining properties – including mine – were purchased partly on the basis of); Setbacks from the boundary of adjoining residential lots;	2015) unless extended by the local government – so a new LDP will be required to be prepared and due to the nature of expected outcomes, advertising would appear likely to be required. - No - due to the 10 year approval period of the previous plan, a new LDP will be required. - Yes it will - Yes, agree. - A new LDP will be required to be prepared and due to the nature of expected outcomes, advertising would appear likely to be required. - Yes, these are matters for the LDP to address prior to a development application. However, noting that the original planning for the precinct allowed (and some were developed) for 8 storeys (Oceanique apartments) the original resort allowed up to 8, the tourist site (Lot 370) up to 4 storeys and the clubhouse site up to 6 – so some consideration to previously approved development height would be undertaken by a future proposal.

No.	General Location and Summary of Submission	Local Government Response
	Traffic generation and parking demand (addressed further below); and Noise and operational management of the tourist accommodation use once built (also addressed below). Recognise the City cannot pre-empt the outcome of an assessment process that hasn't yet occurred. My request here is simply for confirmation that these are the kinds of matters the Local Development Plan process is intended to capture, so that residents understand what opportunities for input will exist down the track, separate from this current scheme amendment consultation. (e) Traffic, access and road character Country Club Drive is, in my experience, a relatively quiet residential street that also serves as the access road to The Cut Golf Course and clubhouse. Traffic currently consists primarily of residents, golfers attending for a round, and occasional clubhouse functions (weddings, etc.). A development of up to 34 short-stay apartments – on top of whatever level of clubhouse/golf-related traffic already exists – represents a material increase in vehicle movements along this road, particularly if the accommodation operates with the kind of turnover typical of short-stay tourist accommodation (i.e. regular Friday/Saturday check-in and check-out peaks, rather than the steadier, lower-frequency traffic generated by permanent residents). I would ask the City to consider, and ideally clarify in response to this submission: Whether a traffic impact assessment will be required as part of any future development application or Local Development Plan for this site, and if so, whether it will specifically consider Country Club Drive's capacity, intersection performance, and any pinch points along the route from the main arterial road through to the clubhouse; Whether any upgrades to Country Club Drive (for example, sealed shoulders, passing areas, or pedestrian/cyclist provisions, given the road is also used recreationally by residents walking and cycling) would be considered as part of the assessment of any future proposal, and if so, who would bear responsibility for funding these; and Whether the cumulative traffic effect of both amendments – i.e. any growth in short-term rental accommodation across the broader area under Amendment 8, plus the reintroduction of tourist accommodation at the clubhouse site under Amendment 9 – has been or will be considered together, rather than each amendment being assessed in isolation. I raise this not because I think a modest increase in traffic is unreasonable in itself, but because Country Club Drive's current character – a quiet road serving a golf course and adjoining homes – is part of what makes this area attractive to residents, and a step-change in visitor traffic (delivery vehicles, taxis/rideshare, guest vehicles, contractors) is a legitimate planning consideration that I think deserves to be on the record. (f) Amenity, noise, and the residential character of the area – the existing level of activity associated with a functioning golf course and clubhouse (which I accept and have factored into my decision to live here); and The additional level of activity that would come with up to 34 short-stay apartments operating as a tourist	• • Yes, correct. (e) Yes, a Traffic Impact Statement will be required however it is noted the development outcomes in the broader area are a lot less than originally planning for in the master plan for the estate. (f) This is a level of detail that requires consideration at subject development and construction stages as there are no plans for the development at this stage. Management Plans are standard requirement for tourist development at development approval stage.

No.	General Location and Summary of Submission	Local Government Response
	accommodation business – potentially with their own check-in/out processes, housekeeping and servicing schedules, late-night arrivals (particularly relevant for coastal tourist destinations during peak holiday periods), and the general churn of unfamiliar visitors rather than members and regular golfers. The Western Australian Planning Commission's own Planning for Tourism and Short-term Rental Accommodation Guidelines (November 2024) recognise this kind of issue directly, and suggest that local governments may require management plans as a condition of development approval to address matters such as: A mitigation plan for noise and anti-social behaviour; A complaints management procedure with a contactable manager; Clear guest check-in and check-out procedures; and Management and provision of car parking. I would ask the City to confirm whether it intends to apply this kind of management plan framework to any future Tourist and Visitor Accommodation development on Lots 400/401, given the site's direct interface with established residential properties. I think this is a reasonable and proportionate way of balancing the legitimate reactivation of the clubhouse site with the legitimate expectations of nearby residents (including those, like me, who intend to live here permanently). I'd also note – again, simply as a question rather than an assertion – whether the City has given any thought to occupancy or operational caps for a development of this nature (for example, whether all 34 apartments operating as short-stay accommodation simultaneously is the only contemplated outcome, or whether a mixed model – some short-stay, some longer-stay or even some retained for golf members/staff accommodation – has been considered as part of the site's future). I raise this purely because the cumulative amenity impact of 34 units turning over on a Friday/Sunday cycle, every week, year-round, is quite different from a more staggered or mixed occupancy pattern, and I'd be interested to know whether this level of detail is something the City expects to be addressed at the Local Development Plan stage, the development application stage, or not at all under the planning framework. (g) Height and scale in the context of the surrounding area The predominantly low-rise (1–2 storey) character of residential development that now exists along Country Club Drive and the broader Southport/Dawesville area; The visual prominence of the clubhouse site, which sits adjacent to the golf course and is visible from a number of surrounding residential properties, recognise that tourist accommodation developments sometimes need a certain scale to be commercially viable, and that height can, in some circumstances, be used well if setbacks, landscaping and orientation are handled thoughtfully. Will height, bulk, and visual impact on adjoining residential properties be treated as a live issue to be tested at the Local Development Plan stage.	(g) This is a matter for the LDP to address prior to a development application. However, noting that the original planning for the precinct allowed (and some were developed) for 8 storeys (Oceanique apartments) the original resort allowed up to 8, the tourist site (Lot 370) up to 4 storeys and the clubhouse site up to 6 – so some consideration to previously approved development height would be undertaken by a future proposal.

No.	General Location and Summary of Submission	Local Government Response
	(h) Broader, cumulative considerations across Amendments 8 and 9 While my primary interest is in Lots 400 and 401, I note that Amendment 8 (the city-wide implementation of the State Government's short-term rental accommodation reforms) is being advertised concurrently. I understand that Amendment 8 is largely a technical/terminology exercise and does not, of itself, materially change the permissibility of short-term rental accommodation in residential zones around Country Club Drive. That said, I'd ask the City to consider – at a strategic level – whether the combined effect of (a) an increasingly active short-term rental accommodation market in residential areas under the new STRA framework, and (b) the reintroduction of a 34-unit tourist accommodation development at the clubhouse site, has been or will be considered together as part of the City's broader local planning strategy for the Dawesville/Southport area.	(h) The provision of tourist development across Mandurah is supported strategically due to the amenity, activity and long standing generational 'holiday' home destination that prevailed.

19 REPORTS

Subject: 19.1 Monthly Financial Report - June 2026

Summary

The Financial Report for June 2026 together with associated commentaries, notes on investments, balance sheet information, schedule of accounts and the tenders awarded under the delegation by the Chief Executive Officer are presented for Elected Members' consideration.

Disclosure of Interest

Nil

Previous Relevant Documentation

G.5/6/25 25/06/2025 Budget Adoption 2025/2026

Background

Nil

Comment

The Financial Report for June 2026 shows an actual surplus for this period of \$1.92 million. This figure remains subject to year-end financial processes, including reserve transfers, carry forward adjustments and accounting journals, which are expected to reduce the surplus.

The 2026/2027 Annual Budget has estimated that there will be an unallocated surplus of \$600,000 which is included in the opening surplus for the 2026/2027 budget and will be used to offset the amount that is required from rates to fund the programs and services for the 2026/2027 financial year.

City officers will continue to monitor the closing surplus as at 30 June 2026, with final figures to be presented to Council in December 2026 following completion of the Annual Financial Statements audit by the Office of the Auditor General.

The Financial Report shows that as of June 2026, \$104.5 million (96.2%) of the rates have been received. This is compared to the same time last year when \$98.1 million (96.1%) of the rates had been received.

A summary of the financial position for June 2026 is detailed in the table below:

	Current Budget	YTD Budget (a)	YTD Actual (b)	Var. (b)-(a)	Var.% (b)-(a)/(a)
	\$ 000s	\$ 000s	\$ 000s	\$ 000s	%
Opening Funding Surplus / (Deficit)	894	894	894	-	0%
<u>Revenue</u>					
Revenue from operating activities	156,910	156,910	167,428	10,518	7%
Capital revenue, grants and Contribution	19,430	19,430	14,385	(5,045)	-26%

	176,340	176,340	181,813	5,473	
Expenditure					
Operating Expenditure	(173,498)	(173,498)	(169,388)	4,110	-2%
Capital Expenditure	(33,809)	(33,809)	(27,753)	6,055	-18%
	(207,307)	(207,307)	(197,141)	10,166	
Non-cash amounts excluded from operating activities	35,710	35,710	28,856	(6,853)	-19%
Non-cash amounts excluded from investing activities	484	484	2,069	1,585	327%
Other Capital Movements	(6,121)	(6,121)	(14,565)	(8,445)	138%
Closing Funding Surplus / (Deficit)	0	0	1,925	1,925	0%

The following table highlights the status of the City's key capital projects for the 2025/2026 financial year:

Project	2025/26 Actuals Incl. CMT \$'000s	2025/26 Annual Budget \$'000s	On Time / On Budget	Asset Classification	Comment
Mandurah Performing Arts Centre – HVAC Renewal	110	110	The project schedule has been reviewed taking into account the operational requirements of the ManPAC. The proposed construction program is scheduled for December 2026 to March 2027 with centre closure between January and February 2027. The project is expected to be delivered within budget.	<i>Buildings</i>	Detailed design for the Heating, Ventilation and Air Conditioning (HVAC) system is complete. Project delivery has been targeted for early 2027 due to the time required to accommodate ManPAC's program scheduling.
Coodanup Foreshore	930	987	Stages 1 and 2 are complete. Stage 3 is expected to be	<i>Parks</i>	Stages 1 and 2 were completed in December 2023.

			completed within budget. Stage 4 has experienced minor delays and is now expected to be completed early in the 2026/27 financial year within budget.		Stage 3 was completed in October 2025. Stage 4 construction commenced in April 2026 and is progressing well, with earthworks and concrete works complete and furniture installation complete. The remaining car park works will be completed in early 2026/27.
Falcon Coastal Shared Path	126	274	Funding received via the Australian Government Active Transport Fund. The project is expected to be completed by 2028 within budget.	Roads	The detailed design will be updated to incorporate the outcomes of the community consultation process and the design review. There has been a minor delay in the completion of the updated detailed design and this is now anticipated by July 2026. Onsite construction works are expected to commence in late 2026.
Pinjarra - Anstruther Road Intersection Upgrade	85	600	The project is expected to be delivered this financial year within budget.	Roads	Traffic signal improvements have been approved by Main Roads WA. Construction was completed in April, ahead of the anticipated completion date of June 2026.
Yalgorup National Park	99	99	<i>The Yalgorup National Park project is a 10-year economic and tourism initiative.</i> <i>The Quail Road extension construction will commence following the City receiving EBCA approval.</i>	Roads	The Quail Road design has been finalised following the Department of Biodiversity, Conservation and Attractions and the adjacent landowner consultation. The Federal Government has advised that no further assessment or approval is required under the Environmental Protection and Biodiversity Conservation (EPBC) Act. The City has

					received a request for additional information to support the native vegetation clearing permit application, which forms part of the State Government environmental approval process and a response has been provided.
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Consultation

Nil

Statutory Environment

Local Government Act 1995 Section 6.4 Financial Report

Local Government (Financial Management) Regulations 1996 Part 4 Financial Reports

Policy Implications

Nil

Financial Implications

Any material variances that have an impact on the outcome of the budgeted surplus position are explained in the Monthly Financial Report, as detailed in Attachment 1.

Economic Implications

Nil

Environmental Implications

Nil

Risk Implications

The Financial Report and its attachments are utilised as a key indicator to monitor against the strategic risks.

Strategic Implications

The following strategies from the City of Mandurah Strategic Community Plan 2024-2044 is relevant to this report:

Leadership

- Responsible, transparent, value for money delivery of well planned, sustainable, projects, programs and services

Conclusion

The City strives to manage its finances adequately and maintain expenditure within budget to ensure services that have been approved through the budget process are fully funded.

It is recommended that Council receive the Monthly Financial Report and the Schedule of Accounts.

Officer Recommendation

That Council:

1. **Receives the Financial Report for June 2026 as per Attachment 1.**
2. **Receives the Schedule of Accounts for the following amounts as per Attachment 2:**

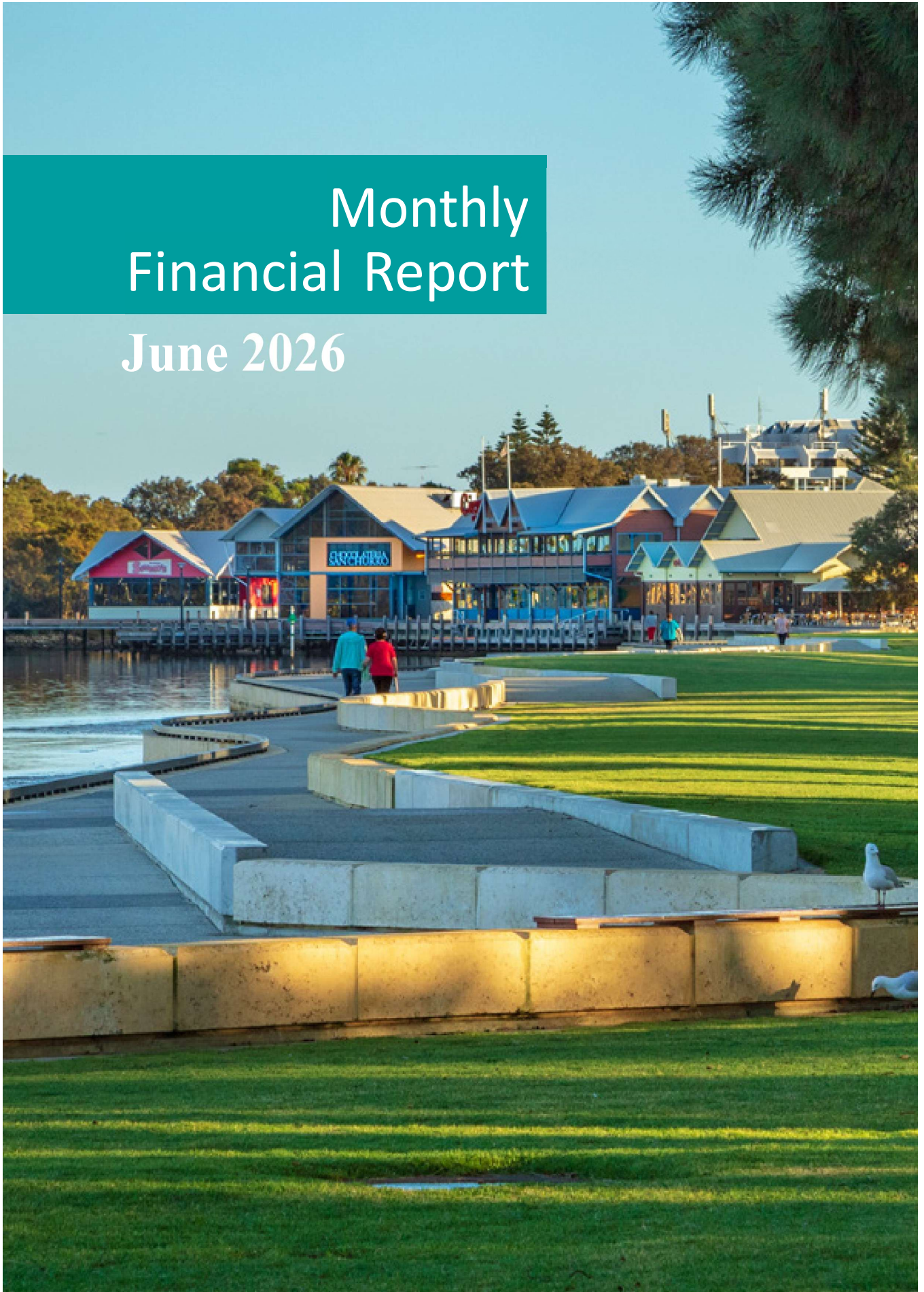
Total Municipal Fund	\$	8,062,019.59
Total Trust Fund	\$	0.00
	\$	8,062,019.59

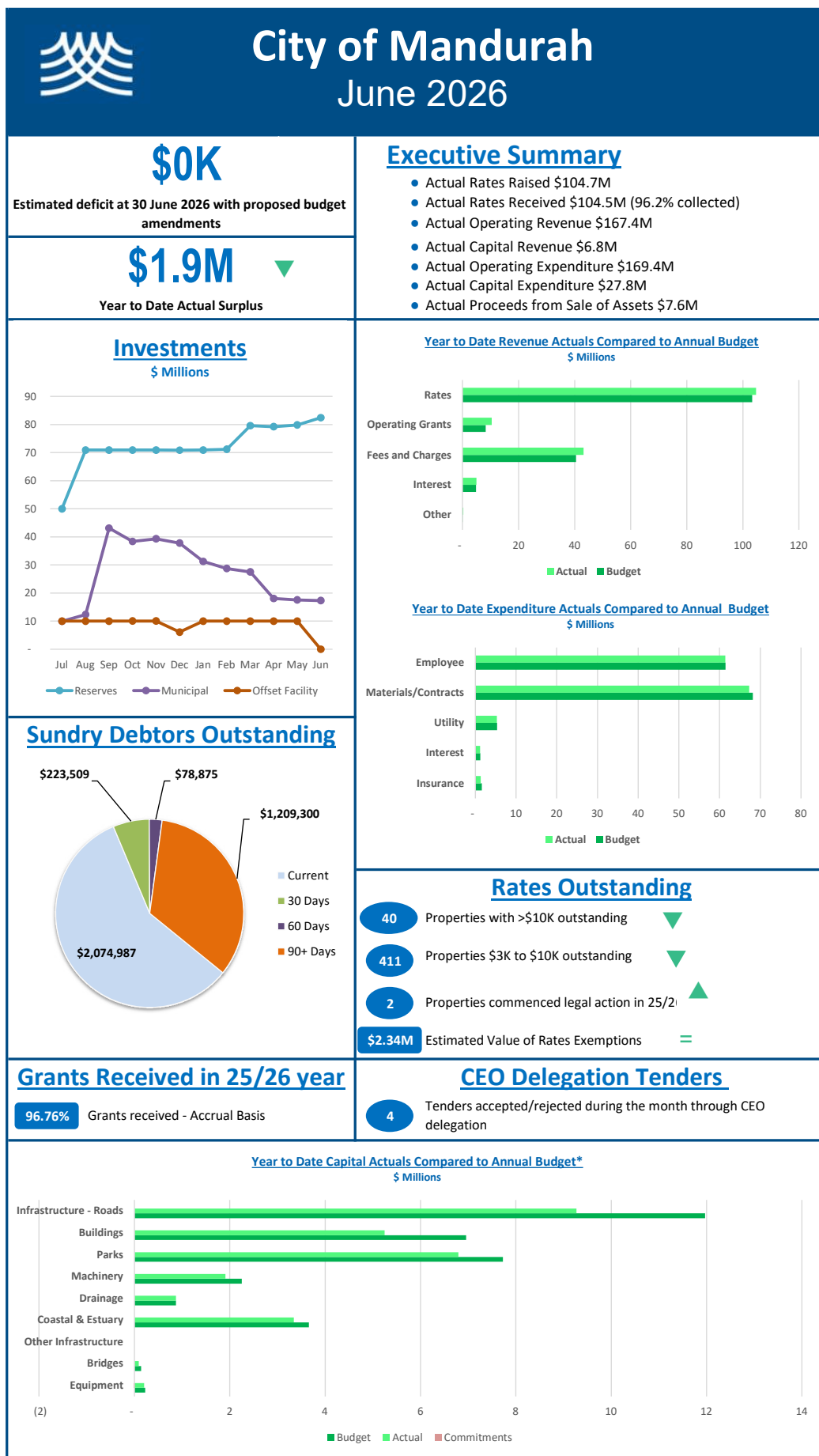
Absolute Majority*

Attachments

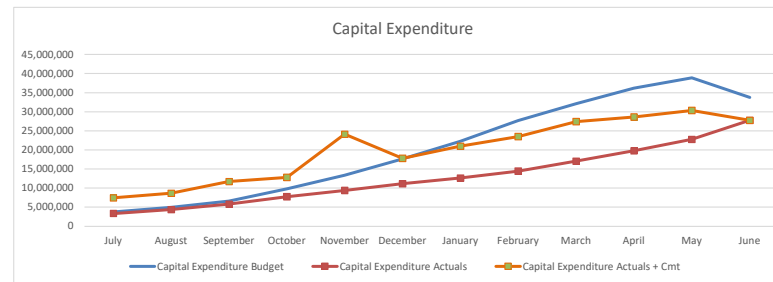
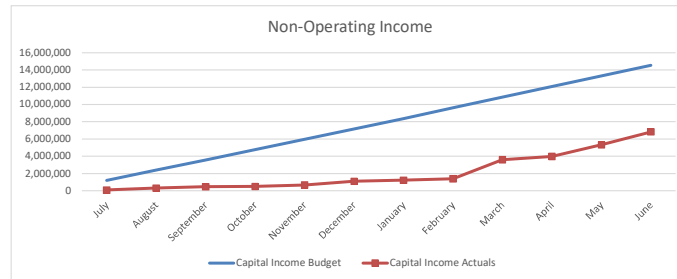
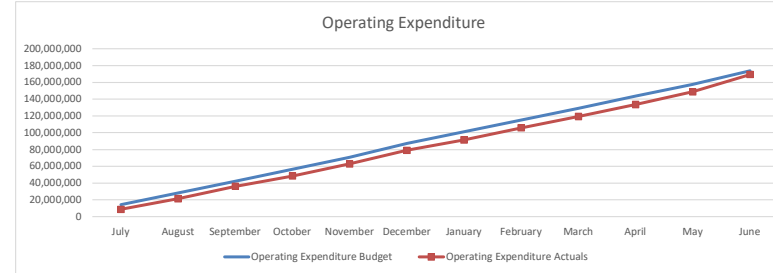
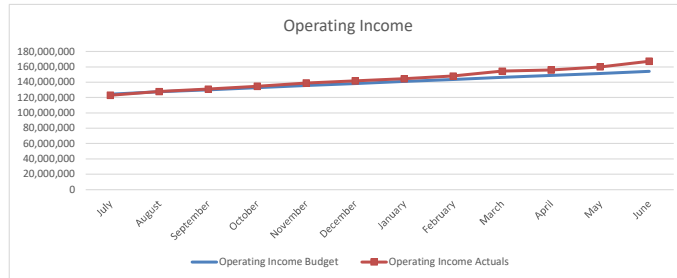
1. Monthly Financial Report - June 2026 [**19.1.1** - 27 pages]
2. Schedule of Accounts June 2026 (electronic only)

Monthly Financial Report June 2026





*Commitments are raised based on contract amounts. Contracts may span multiple financial years causing commitments to display over the total budget for the year.



CITY OF MANDURAH
MONTHLY FINANCIAL REPORT
For the Period Ended 30 June 2026

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**STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 JUNE 2026**

BY NATURE OR TYPE

	Ref Note	Annual Budget \$	YTD Budget (a) \$	YTD Actual (b) \$	Var. \$ (b)-(a) \$	Var. % (b)-(a)/(a) %	Var.
Opening Funding Surplus / (Deficit)		893,701	893,701	893,701	0	0.00%	
Revenue from operating activities							
Rates		103,315,184	103,315,184	104,683,375	1,368,191	1.32%	
Operating grants, subsidies and contributions		8,262,142	8,262,142	10,379,524	2,117,382	25.63%	▲
Fees and charges		40,509,205	40,509,205	43,136,679	2,627,474	6.49%	
Interest earnings		4,750,824	4,750,824	4,910,043	159,219	3.35%	
Other revenue		72,731	72,731	291,491	218,760	300.78%	▲
Profit on disposal of assets	4	-	-	4,026,634	4,026,634	100.00%	▲
		156,910,086	156,910,086	167,427,746	10,517,660	6.70%	
Expenditure from operating activities							
Employee costs		(61,484,572)	(61,484,572)	(61,428,826)	55,746	0.09%	
Materials and contracts		(68,163,879)	(68,163,879)	(67,258,334)	905,545	1.33%	
Utility charges		(5,354,483)	(5,354,483)	(5,269,341)	85,142	1.59%	
Depreciation on non-current assets		(35,498,636)	(35,498,636)	(32,783,180)	2,715,456	7.65%	
Interest expenses		(1,225,753)	(1,225,753)	(1,165,960)	59,793	4.88%	
Insurance expenses		(1,615,556)	(1,615,556)	(1,363,109)	252,447	15.63%	▲
Other expenditure		(155,279)	(155,279)	(52,864)	102,415	65.96%	▲
Loss on disposal of assets	1(a) & 4	-	-	(66,397)	(66,397)	100.00%	▼
		(173,498,158)	(173,498,158)	(169,388,011)	4,110,147	2.37%	
Non-cash amounts excluded from operating activities	1(a)	35,709,803	35,709,803	28,856,330	(6,853,473)	(19.19%)	
Amount attributable to operating activities		19,121,731	19,121,731	26,896,065	7,774,334	(40.66%)	
Investing activities							
Non-operating grants, subsidies and contributions		9,525,229	9,525,229	6,832,322	(2,692,907)	(28.27%)	▼
Proceeds from disposal of assets	4	9,904,583	9,904,583	7,552,688	(2,351,895)	(23.75%)	▼
Payments for property, plant and equipment	6	(33,808,730)	(33,808,730)	(27,753,349)	6,055,381	17.91%	▲
Amount attributable to investing activities		(14,378,918)	(14,378,918)	(13,368,339)	1,010,579	7.03%	
Non-cash amounts excluded from investing activities	1(b)	484,261	484,261	2,068,958	1,584,697	327.24%	
Amount attributable to investing activities		(13,894,657)	(13,894,657)	(11,299,381)	2,595,276	18.68%	
Financing Activities							
Proceeds from new debentures	7	3,720,871	3,720,871	3,720,871	0	0.00%	
Unspent Loans Utilised		554,758	554,758		(554,758)	100.00%	▼
Repayment of debentures	7	(4,946,758)	(4,946,758)	(4,823,794)	122,964	2.49%	
Payment of lease liability		(239,178)	(239,178)	(154,728)	84,450	35.31%	▲
Principal elements of interest earning liability		(998,927)	(998,927)	(998,927)	0	(0.00%)	
Transfer from reserves	8	17,995,147	17,995,147	-	(17,995,147)	(100.00%)	▼
Transfer to reserves	8	(22,206,688)	(22,206,688)	(12,308,786)	9,897,902	44.57%	▲
Amount attributable to financing activities		(6,120,775)	(6,120,775)	(14,565,363)	(8,444,589)	(137.97%)	
Closing Funding Surplus / (Deficit)	1(d)	-	-	1,925,021	1,925,021	100.00%	

KEY INFORMATION

▲▼ Indicates a variance between Year to Date (YTD) Actual and YTD Budget data as per the adopted materiality threshold.

Refer to Note 13 for an explanation of the reasons for the variance.

This statement is to be read in conjunction with the accompanying Financial Statements and Notes.

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 JUNE 2026

NOTE 1
STATEMENT OF FINANCIAL ACTIVITY INFORMATION

(a) Non-cash items excluded from operating activities

The following non-cash revenue and expenditure has been excluded from operating activities within the Statement of Financial Activity in accordance with Local Government (Financial Management) Regulation 1996.

	Notes	Annual Budget	YTD Budget (a)	YTD Actual (b)
Non-cash items excluded from operating activities		\$	\$	\$
Adjustments to operating activities				
Less: Profit on asset disposals	4	-	-	(4,026,634)
Less: Non-cash movement in assets		106,000	106,000	0
Movement in liabilities associated with restricted cash		105,167	105,167	(101,797)
Movement in pensioner deferred rates (non-current)		-	-	302,109
Movement in employee benefit provisions (non-current)		-	-	(156,345)
Movement in Liabilities		-	-	(10,580)
Add: Loss on asset disposals	4	-	-	66,397
Add: Depreciation on assets		35,498,636	35,498,636	32,783,180
Total non-cash items excluded from operating activities		35,709,803	35,709,803	28,856,330

(b) Non-cash items excluded from investing activities

The following non-cash revenue and expenditure has been excluded from investing activities within the Statement of Financial Activity in accordance with Financial Management Regulation 32.

Adjustments to investing activities				
Movement in non current liabilities for transfers to acquire or construct non-financial assets to be controlled by the entity				
Movement in current liabilities for transfers to acquire or construct non-financial assets to be controlled by the entity associated with restricted cash		484,261	484,261	2,068,958
Total non-cash amounts excluded from investing activities		484,261	484,261	2,068,958

(c) Adjustments to net current assets in the Statement of Financial Activity

The following current assets and liabilities have been excluded from the net current assets used in the Statement of Financial Activity in accordance with regulation 32 of the Local Government (Financial Management) Regulations 1996 to agree to the surplus/(deficit) after imposition of general rates.

	Actual Closing 30 Jun 2025	Budget Closing 30 Jun 2026	Year to Date 30 Jun 2026
Adjustments to net current assets			
Less: Reserves - restricted cash	(65,678,157)	(63,912,022)	(77,986,943)
Less: - Financial assets at amortised cost - self supporting loans	(47,106)	-	(48,876)
Less: Unspent loans	(625,629)	-	(625,629)
Less: Inventory - Land Held for Resale	(445,000)	(445,000)	-
Less: Clearing accounts	-	-	-
Add: Borrowings	6,509,258	3,408,759	368,453
Add: Other liabilities	1,866,747	-	3,976,595
Add: Lease liability	173,812	1,023,531	760,568
Add: Provisions - employee	4,509,712	806,283	4,122,991
Total adjustments to net current assets	(53,736,363)	(59,118,449)	(69,432,841)

(d) Net current assets used in the Statement of Financial Activity

Current assets				
Cash and cash equivalents	2	61,810,975	81,166,308	98,880,802
Rates receivables	3	5,061,263	3,055,524	4,355,273
Receivables	3	3,522,190	2,607,617	3,747,253
Other current assets		24,648,414	2,273,976	1,269,194
Less: Current liabilities				
Payables		(21,969,391)	(14,511,115)	(22,306,046)
Borrowings	7	(6,509,258)	(3,408,759)	(368,453)
Interest earning liabilities		-	-	0
Unspent non-operating grant, subsidies and contributions liability		(1,866,747)	(2,461,785)	(3,833,906)
Lease liabilities		(173,812)	(1,023,531)	(760,568)
Provisions		(9,893,570)	(8,579,786)	(9,625,686)
Less: Total adjustments to net current assets	1(c)	(53,736,363)	(59,118,449)	(69,432,841)
Closing Funding Surplus / (Deficit)		893,701	(0)	1,925,021

CURRENT AND NON-CURRENT CLASSIFICATION

In the determination of whether an asset or liability is current or non-current, consideration is given to the time when each asset or liability is expected to be settled. Unless otherwise stated assets or liabilities are classified as current if expected to be settled within the next 12 months, being the Council's operational cycle.

Ordinary Council Meeting Agenda - 25 August 2026

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 JUNE 2026

OPERATING ACTIVITIES
NOTE 2
CASH AND INVESTMENTS

	Total Amount	Interest rate	Total Interest Earnings at Maturity Date	S&P rating	Deposit Date	Maturity Date	Term days
	\$	\$	\$				
Cash on hand	28,860,520			AA-			
Municipal Bank Account (inc. Bonds Investments & Notice Savers)	28,860,520	Variable			NA	NA	
ANZ	33,160		267	AA-			
ANZ TD 10	33,160	3.25%	267		1/04/2026	1/07/2026	91
NAB	32,486,923		400,694	AA-			
NAB TD 114	3,272,767	5.00%	39,858		4/06/2026	4/09/2026	92
NAB TD 115	3,249,156	5.00%	40,439		18/05/2026	18/08/2026	92
NAB TD 125	3,136,210	5.00%	39,033		9/06/2026	9/09/2026	92
NAB TD 126	3,136,210	5.00%	39,033		9/06/2026	9/09/2026	92
NAB TD 127	3,136,210	5.00%	39,033		9/06/2026	9/09/2026	92
NAB TD 131	3,110,462	4.90%	37,540		23/04/2026	23/07/2026	91
NAB TD 133	3,110,721	4.95%	37,922		30/04/2026	30/07/2026	91
NAB TD 134	3,110,721	4.95%	37,922		30/04/2026	30/07/2026	91
Reserve 44 - 70-586-3025	3,614,828	5.00%	44,990		18/05/2026	18/08/2026	92
Reserve 45 - 70-568-6989	3,609,639	5.00%	44,925		18/05/2026	18/08/2026	92
Westpac	31,218,778		385,922	AA-			
WBC TD 110	3,264,718	5.01%	40,713		3/05/2026	3/08/2026	92
WBC TD 120	3,120,022	5.14%	39,905		20/06/2026	20/09/2026	92
WBC TD 121	3,120,022	5.14%	39,905		20/06/2026	20/09/2026	92
WBC TD 122	3,111,981	4.90%	37,558		2/04/2026	2/07/2026	91
WBC TD 123	3,111,981	4.90%	37,558		2/04/2026	2/07/2026	91
WBC TD 124	3,111,981	4.90%	37,558		2/04/2026	2/07/2026	91
WBC TD 128	3,113,220	4.97%	38,104		24/04/2026	24/07/2026	91
WBC TD 129	3,113,220	4.97%	38,104		24/04/2026	24/07/2026	91
WBC TD 130	3,113,220	4.97%	38,104		24/04/2026	24/07/2026	91
WBC TD 135	3,038,413	5.08%	38,413		7/05/2026	7/08/2026	92
CBA	7,155,958		87,655	AA-			
CBA TD 48 - 833713404	7,155,958	4.92%	87,655		11/05/2026	11/08/2026	92
Total Municipal and Reserve Funds	99,755,339		874,536.64				

Interest revenue

Investment Interest Accrued	487,429
Investment Interest Matured	3,552,753
Rates Interest	869,860
	4,910,043

Municipal Cash

Total Restricted Cash

\$17.31 M

\$82.45 M

Loan Offset Facility

Westpac

Amount

Interest rate on loans

Monthly Interest Saved

YTD Interest Saved

6.15%

11,962

166,176

*Funds transferred to bank account on 23rd June 2026 for annual reporting purposes

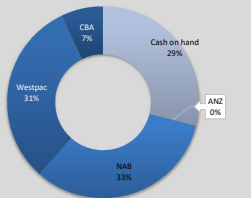
KEY INFORMATION

Cash and cash equivalents include cash on hand, cash at bank, deposits available on demand with banks and other short term highly liquid investments highly liquid investments with original maturities of twelve months or less that are readily convertible to known amounts of cash and which are subject to an insignificant risk of changes in value and bank overdrafts. Bank overdrafts are reported as short term borrowings in current liabilities in the statement of net current assets.

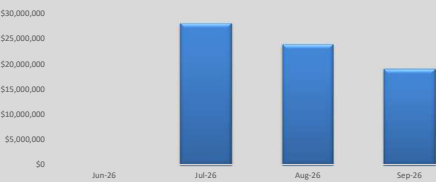
The local government classifies financial assets at amortised cost if both of the following criteria are met:

- the asset is held within a business model whose objective is to collect the contractual cashflows, and
- the contractual terms give rise to cash flows that are solely payments of principal and interest.

% of Investments with each institution



Invested Funds Maturing Timeline



**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 JUNE 2026**

**OPERATING ACTIVITIES
NOTE 3
RECEIVABLES**

Rates Receivable	30-Jun-25	30-Jun-25	30 Jun 26
	\$		\$
Opening Arrears Previous Years	3,721,461	3,721,461	3,963,715
Rates levied	98,363,858	98,363,858	104,683,375
Less - Collections to date	(98,121,604)	(98,121,604)	(104,528,559)
Equals Current Outstanding	3,963,715	3,963,715	4,118,532
Net Rates Collectable	3,963,715	3,963,715	4,118,532
% Collected	96.1%	96.1%	96.2%

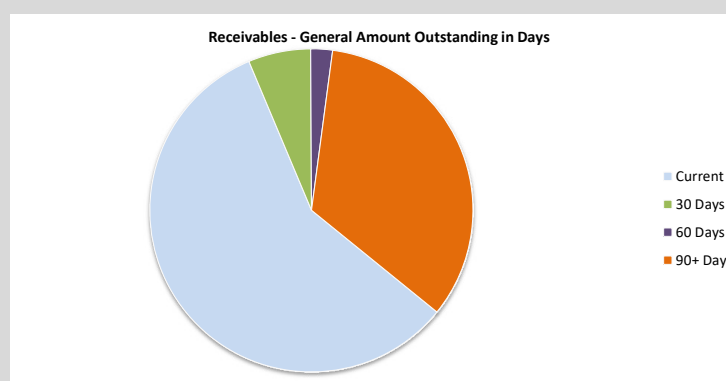
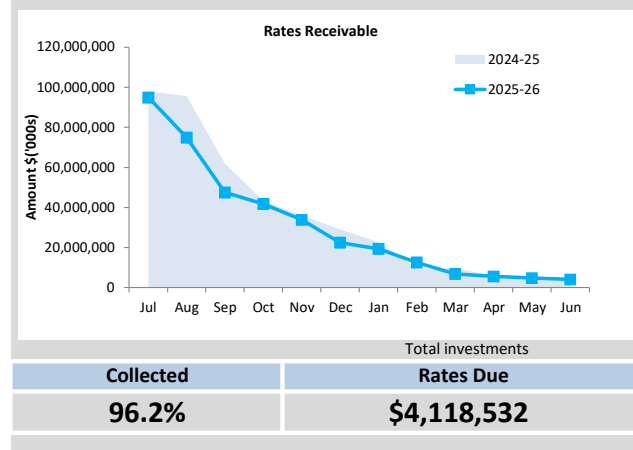
	30 Jun 25	30 Jun 26
- No. of Legal Proceedings Commenced for the financial year	0	2
- No. of properties > \$10,000 outstanding	36	40
- No. of properties between \$3,000 and \$10,000 outstanding	315	411
- Value of Rates Concession	49,247	51,256
- Estimated Value of Rates Exemptions	2,243,551	2,335,088

Receivables - General	30-Jun-25	Current	30 Days	60 Days	90+ Days	30 Jun 26
	\$	\$	\$	\$	\$	\$
Balance per Trial Balance						
Sundry receivable	1,606,888	1,586,463	90,032	41,965	753,295	2,471,755
Recreation Centres	13,080	0	101,802	3,651	15,577	121,030
Mandurah Ocean Marina	62,951	44,619	0	0	0	44,619
GST receivable	681,763	428,150	0	0	0	428,150
Allowance for impairment of receivables	(215,611)	0	0	0	(269,893)	(269,893)
Infringements	1,125,941	15,755	31,675	33,259	710,321	791,010
Total Receivables General Outstanding	3,275,012	2,074,987	223,509	78,875	1,209,300	3,586,670
Percentage		57.9%	6.2%	2.2%	33.7%	

Other Receivables	30-Jun-25	Current	30 Days	60 Days	90+ Days	30 Jun 26
	\$	\$	\$	\$	\$	\$
Balance per Trial Balance						
Pensioners rates and ESL deferred	569,047	0	0	0	293,796	293,796
Other Receivables	489,798	0	0	0	483,243	483,243
Total Other Receivables Outstanding	1,058,845	0	0	0	777,039	777,039
Percentage		0%	0%	0%	100%	

KEY INFORMATION

Rates and other receivables include amounts due from ratepayers for unpaid rates and service charges and other amounts due from third parties for goods sold and services performed in the ordinary course of business. Receivables expected to be collected within 12 months of the end of the reporting period are classified as current assets. All other receivables are classified as non-current assets. Collectability of rates and other receivables is reviewed on an ongoing basis. Other receivables that are known to be uncollectible are written off when identified. An allowance for doubtful debts is raised when there is objective evidence that they will not be collectible.



Debtors Due
\$3,586,670
Over 30 Days
42%
Over 90 Days
34%

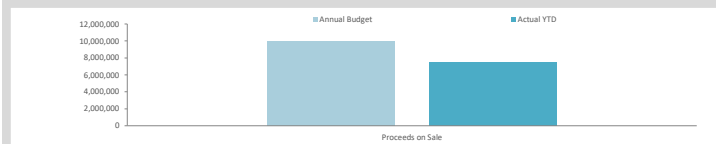
Ordinary Council Meeting Agenda - 25 August 2026

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 JUNE 2026

OPERATING ACTIVITIES
NOTE 4
DISPOSAL OF ASSETS

Asset	Asset ID	Directorate	Budget				YTD Actual			
			Net Book Value	Proceeds	Profit	(Loss)	Net Book Value	Proceeds	Profit	(Loss)
			\$	\$	\$	\$	\$	\$	\$	\$
Land										
Land			8,954,091	8,954,091	0	0	2,833,788	6,608,498	3,774,710	0
Light Passenger Vehicles - Replacement										
TOYOTA RAV4 MH3305B	C03720	Built & Natural Environment	13,967	23,384	9,417	0	16,020	23,384	7,364	0
TOYOTA RAV4 MH3303B	C04520	Built & Natural Environment	13,732	13,732	0	0	15,748	24,787	9,039	0
SUBARU IMPREZA MH3596B	C07220	Built & Natural Environment	9,707	9,707	0	0	10,660	17,742	7,082	0
SUBARU G-SX MH3595B	C04920	Built & Natural Environment	13,365	16,605	3,241	0	14,568	16,605	2,037	0
MAZDA CX-5 MH3442B	C02820	Built & Natural Environment	16,277	14,333	0	(1,944)	17,460	14,333	0	(3,127)
TOYOTA RAV4 MH4237B	C07720	Built & Natural Environment	15,531	15,531	0	0	16,750	21,583	4,833	0
MAZDA CX-5 MH4179B	C03020	Built & Natural Environment	15,784	21,338	5,554	0	17,000	21,338	4,338	0
SUBARU XV MH4100B	C07320	Built & Natural Environment	18,559	18,559	0	0	19,900	22,378	2,478	0
NISSAN X-TRAIL MH4678B	C08221	Built & Natural Environment	19,352	19,352	0	0	20,500	13,811	0	(6,689)
TOYOTA RAV4 MH5185B	C04221	Built & Natural Environment	16,906	16,906	0	0	17,700	26,833	9,133	0
MH8697B - MAZDA CX-5B	C06623		0	0	0	0	18,573	0	0	(18,573)
Light Commercial Vehicles - Replacement										
ISUZU D-MAX 21MY SX CREW C/C HI-RIDE 4X2 3.0L MH3533C	U07020	Built & Natural Environment	16,903	16,903	0	0	18,245	24,039	5,794	0
D-Max 21MY SX MH4104B	U01421	Built & Natural Environment	20,273	20,273	0	0	21,880	29,765	7,885	0
ISUZU D-MAX 21MY SX CREW 4X2 MH4408B	U06420	Built & Natural Environment	17,618	17,618	0	0	19,000	25,034	6,034	0
NISSAN NAVARA RX MH4406B	U00520	Built & Natural Environment	13,434	13,434	0	0	14,500	12,038	0	(2,462)
FORD RANGER MH4802B	U03021	Built & Natural Environment	20,047	20,047	0	0	21,650	16,665	0	(4,985)
ISUZU MU-X MH5376B	C08121	Built & Natural Environment	32,758	30,931	0	(1,827)	34,300	30,931	0	(3,369)
FORD RANGER MH4395B	U08221	Built & Natural Environment	28,153	23,611	0	(4,542)	29,700	23,611	0	(6,089)
ISUZU D-MAX MH5382B	U08321	Built & Natural Environment	19,818	34,293	14,474	0	21,000	34,293	13,293	0
FORD RANGER MH5032B	U04421	Built & Natural Environment	16,518	19,065	2,548	0	17,425	19,065	1,640	0
FORD TRANSIT CUSTOM 1H0G168	U01520	Built & Natural Environment	16,940	16,940	0	0	18,475	30,242	11,767	0
MH5451B-ISUZU D-MAX SX	U00221	Built & Natural Environment	0	0	0	0	25,500	20,242	0	(5,258)
Trucks & Buses Replacements										
HINO 917 MH1429A	T03016	Built & Natural Environment	0	0	0	0	18,593	28,899	10,306	0
Trailers										
JETWAVE DRAIN CLEANER MH9040B	V02917	Built & Natural Environment	5,041	5,041	0	0	0	0	0	0
SOUTHWEST CARGO	V04116	Built & Natural Environment	3,784	3,784	0	0	3,600	3,058	0	(542)
SOUTHWEST BOX/TRADE	V042	Built & Natural Environment	0	0	0	0	0	0	0	0
PARK BODY BOXTOP	V06316	Built & Natural Environment	3,960	3,960	0	0	3,781	3,209	0	(572)
Parks & Mowers										
KUBOTA RTV UTILITY MH2715	U10819	Built & Natural Environment	7,282	7,282	0	0	5,115	14,007	8,892	0
RAZORBACK CMX302 RAZORBA	M00521	Built & Natural Environment	5,673	5,673	0	0	4,500	9,436	4,936	0
Toro Groundsmaster-3310 MH6372B	M01521	Built & Natural Environment	26,730	26,730	0	0	21,300	13,566	0	(7,734)
TORO GROUNDMASTER 7200 MH6373B	M01921	Built & Natural Environment	10,582	10,582	0	0	8,654	12,824	4,170	0
TORO REELMASTER 1H0G168	M02522	Built & Natural Environment	39,162	39,162	0	0	0	0	0	0
MH761X-NEW HOLLAND-3050 TRACTOR	P602		0	15,427	15,427	0	15,907	15,427	0	(480)
Miscellaneous Equipment										
SILVAN SQUATPAK SPRAY N/A	P156	Built & Natural Environment	0	0	0	0	0	0	0	0
OTHER ASSES		Built & Natural Environment	0	24,008	0	0	0	0	0	0
Carryovers - Miscellaneous										
GENELITE GENERATOR PLG-CM550S	P63820	Recreation Services	91,287	91,287	0	0	0	0	0	0
Carryovers - Trucks and Buses										
MITSUBISHI CANTER MH380V	T017	Parks Central	26,320	26,320	0	0	21,149	31,252	10,103	0
HINO 917 MH958Y	T036	Parks North	29,606	29,606	0	0	21,302	22,503	1,201	0
ISUZU FVR 1000 MH954Y	T009	Civil Construction	65,907	65,907	0	0	51,215	84,624	33,409	0
HINO 1426 MH200W	T022	Civil Maintenance	36,504	36,504	0	0	42,000	45,899	3,899	0
HINO GH1728 MH637Y	T038	Civil Construction	68,383	68,383	0	0	53,134	82,493	29,359	0
HINO 921 MH1428A	T03916	City Traffic	0	52,191	52,191	0	21,921	52,191	30,270	0
Carryovers - Parks and Mowers										
Tractor	P603	Parks and Mowers - Replacement	25,461	27,325	1,864	0	23,554	27,325	3,771	0
RTV Utility	U10519	Parks and Mowers - Replacement	5,010	13,719	8,709	0	4,935	13,719	8,784	0
RTV Utility	U10619	Parks and Mowers - Replacement	5,010	15,041	10,031	0	4,935	15,041	10,106	0
Carryovers - Trailers										
SOUTHWEST 8x5 BOXTOP MH92151	V03420	Civil Construction	0	0	0	0	6,517	0	0	(6,517)
									0	0
			9,765,432	9,904,583	123,455	(8,312)	3,592,454	7,552,688	4,026,634	(66,397)

KEY INFORMATION



Proceeds on Sale		
Annual Budget	YTD Actual	%
\$9,904,583	\$7,552,688	76%

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 JUNE 2026**

CEO delegation – accepted/rejected tenders during the month
Awarded under Financial Authorisation \$250,000 and above

**NOTE 5
TENDERS/QUOTES AWARDED FOR THE MONTH**

Tender code	Tender Description	Company Awarded to	Contract Term	Contract Amount
T04-2026	Provision of Plumbing and Gas Services	Techworks Plumbing Pty Ltd	For a period of two years with two options to extend for an additional one year	\$2,098,107
T06-2026	Shade Sail Maintenance	Newhaven Family Investments Pty Ltd & The Trustee for Lucwambu Discretionary Trust Trading as Perth Better Homes	For a period of two years with two options to extend for an additional one year	\$352,234
T02-2026	Natural Areas Weed Spraying	That the CEO accepts that all Tenders are declined in accordance with DA-CPM 04 Rejecting and Accepting Expressions of Interest and Tenders; Variation Before Contract function 3 – Decline to Accept any Tender.	NA	NA
RFQ05-2026	Landfill Disposal Services	Veolia Recycling & Recovery (Perth) Pty Ltd	Period of two years with two options to extend at the principal's discretion for an additional one year to a total possible term of four years	

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 JUNE 2026

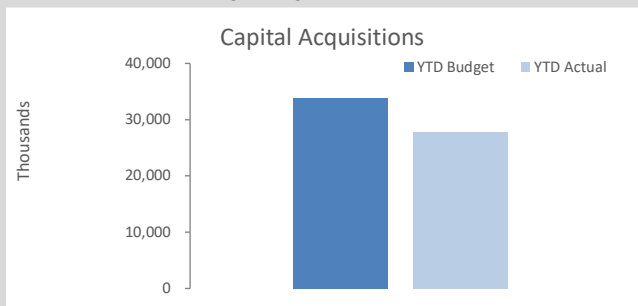
INVESTING ACTIVITIES
NOTE 6
CAPITAL ACQUISITIONS

Capital Acquisitions	Adopted Budget	Annual Budget	YTD Budget	YTD Actual	YTD Actual Variance
	\$		\$	\$	\$
Buildings	8,378,595	6,957,072	6,957,072	5,247,272	(1,709,800)
Buildings - specialised		-	-	7,726	7,726
Equipment	200,000	228,652	228,652	204,608	(24,044)
Machinery	2,891,120	2,252,719	2,252,719	1,910,003	(342,716)
Infrastructure - Roads	13,832,059	11,967,115	11,967,115	9,275,322	(2,691,793)
Bridges	444,678	143,318	143,318	91,542	(51,776)
Parks	8,969,470	7,729,676	7,729,676	6,797,211	(932,464)
Drainage	586,146	871,176	871,176	872,284	1,108
Coastal & Estuary	5,015,819	3,659,002	3,659,002	3,347,381	(311,621)
Other Infrastructure	150,000	0	0	-	(0)
Capital Expenditure Totals	40,467,886	33,808,730	33,808,730	27,753,349	(6,055,381)
Capital Acquisitions Funded By:					
	\$		\$	\$	\$
City of Mandurah Contribution	14,465,162	9,900,069	9,950,068	15,701,209	5,751,141
Capital grants and contributions	12,052,916	9,525,229	9,475,229	6,832,322	(2,642,907)
Borrowings	7,510,655	4,275,629	4,275,629	4,275,629	0
Other (Disposals & C/Fwd)	989,153	950,492	950,492	944,190	(6,303)
Cash Backed Reserves					
Asset Management Reserve	5,300,000	6,907,311	6,907,311	-	(6,907,311)
Sustainability Reserve	57,500	1,100	1,100	-	(1,100)
Sanitation Reserve	92,500	1,060,994	1,060,994	-	(1,060,994)
Major Public Artworks	-	125,000	125,000	-	(125,000)
Unspent Grants & Contributions Reserve	-	54,642	54,642	-	(54,642)
Specified Area Rates - Mandurah Quay Canals	-	49,152	49,152	-	(49,152)
Plant Reserve	-	959,112	959,112	-	(959,112)
Capital Funding Total	40,467,886	33,808,730	32,849,618	27,753,349	(6,055,381)

SIGNIFICANT ACCOUNTING POLICIES

All assets are initially recognised at cost. Cost is determined as the fair value of the assets given as consideration plus costs incidental to the acquisition. For assets acquired at no cost or for nominal consideration, cost is determined as fair value at the date of acquisition. The cost of non-current assets constructed by the local government includes the cost of all materials used in the construction, direct labour on the project and an appropriate proportion of variable and fixed overhead. Certain asset classes may be revalued on a regular basis such that the carrying values are not materially different from fair value. Assets carried at fair value are to be revalued with sufficient regularity to ensure the carrying amount does not differ materially from that determined using fair value at reporting date.

KEY INFORMATION

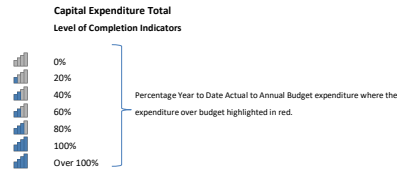


Acquisitions	Annual Budget	YTD Actual	% Spent
	\$33.81 M	\$27.75 M	82%
Capital Grant	Annual Budget	YTD Actual	% Received
	\$9.53 M	\$6.83 M	72%

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NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY FOR THE PERIOD ENDED 30 JUNE 2026

INVESTING ACTIVITIES NOTE 6 CAPITAL ACQUISITIONS (CONTINUED)



Level of completion indicator, please see table at the end of this note for further detail.

Account Description	Adopted Budget	Annual Budget	YTD Budget	YTD Actual	Remaining Unspent Funds	Comment
Land						
Buildings						
750736 Operations Centre Redevelopment	500,000	215,583	215,583	183,983	31,600	2025/26 to 2026/27 carryover project. Design 20% complete.
750756 MPAC HVAC Renewal (Design)	4,705,157	110,197	110,197	110,197	0	Project amalgamated into the new BLD - MPAC Renewal project
750776 Minor City Maintenance Capital Renewals	100,000	786,767	786,767	796,785	(10,018)	Ongoing Program
750790 New - MARC Sports Court Upgrade	326,373	107,998	107,998	118,422	(10,424)	2025/26 to 2026/27 carryover project. Consultant work underway.
750789 New - Falcon Men's Shed	692,957	51,207	51,207	49,707	1,500	Concept Only
750827 NEW - Peelwood Reserve Oval Storage	202,232	4,581	4,581	4,581	0	2025/26 to 2026/27 carryover project. Design Complete.
750788 BLD - Community Shed (Dower St)	245,678	182,678	182,678	186,014	(3,336)	2025/26 to 2026/27 carryover project. Concept Only.
750799 BLD - Meadow Springs Sport Fac Ext Paint	163,244	88,244	88,244	45,590	42,654	Construction complete. Finances to be finalised
750813 BLD - Southern Estuary Hall Demolition	123,244	64,084	64,084	14,097	49,987	2025/26 to 2026/27 carryover project. Construction to commence.
750805 BLD - MARC Indoor Door & Reception Imp	113,244	98,244	98,244	69,025	29,219	Project amalgamated into the new BLD - MPAC Renewal project
750800 BLD - MARC Squash Court Glass Walls	103,244	103,244	103,244	84,854	18,390	Complete
750806 BLD - Mandurah Bowl Club Floorcovering	104,984	95,484	95,484	95,484	0	Complete
750820 BLD - Renew - Falcon Bay Ablution Roof	83,244	201,244	201,244	122,449	78,795	Construction 70% complete. 2025-26 to 2026-27 carryover to be processed in August 2026 Financial Report.
750804 BLD - South Mand Football C1 Sewer Conv	83,244	83,244	83,244	59,025	24,219	Complete
750784 BLD - CASM workshop upgrade	60,386	60,386	60,386	21,940	38,446	Design 60% complete
750824 BLD - 25-26 - Site Main Switchboard	75,007	167,537	167,537	38,434	129,103	Ongoing Program
750825 NEW - Town Beach SLS Storage	35,437	35,437	35,437	11,352	24,085	Design 50% complete
750819 BLD - South Mand Tennis Club Roof Repl	64,984	64,984	64,984	27,484	37,500	Design Only
750786 BLD - Antenna Mast Removal	50,244	13,244	13,244	13,244	0	2025/26 to 2026/27 carryover project. Construction to commence 2026/27.
750798 BLD - Port Bouvard SLC HVAC	50,020	23,020	23,020	22,420	600	Design Only
750809 BLD - Mandurah Family & CC Roof Cover	59,984	59,984	59,984	33,464	26,520	Design Only
750796 BLD - South Dist BF Ops Demolition	48,244	58,244	58,244	35,600	22,644	Construction complete. Finances to be finalised
750787 Basketball half court noise mitigation	35,354	2,581	2,581	2,581	0	2025/26 to 2026/27 carryover project. Consultant work underway.
750785 New - HHRC Basketball Backboard Winches	39,748	39,748	39,748	31,069	8,680	Complete
750823 NEW - Falcon Pavilion New Bin Storage	35,917	35,917	35,917	20,339	15,579	Construction complete. Finances to be finalised
750801 BLD - 5th Mand FC Stormwater	54,984	54,984	54,984	40,955	14,029	Onhold project
750810 BLD - Coodanup Comm Centre Roof Repairs	54,984	54,984	54,984	40,209	14,775	Construction complete. Finances to be finalised
750802 BLD - MARC Indoor Pirate Playground	49,984	79,984	79,984	74,144	5,840	Design 80% complete
750816 BLD - Madara Bay South Ablution	38,244	73,244	73,244	67,983	5,261	Construction complete. Finances to be finalised
750807 BLD - Mandurah Museum Roof Replacement	44,984	44,984	44,984	29,349	15,635	Design Only
750792 BLD - MARC Cafe/Squash Thoroughfare	33,244	13,244	13,244	13,244	(0)	Withdrawn project
750695 Waste Management Centre Upgrade Fire Fighting Infrastructure	0	647,872	647,872	615,094	32,778	Construction complete. Finance to be finalised
750660 Waste Management Centre Tipping Shed	0	214,145	214,145	214,145	0	Complete
750783 WMC - safety improvement projects	0	106,476	106,476	82,225	24,251	Construction 80% complete. 2025-26 to 2026-27 carryover to be processed in August 2026 Financial Report.
750770 MPAC Entry Door Renewal	0	(0)	(0)	0	(0)	Project amalgamated into the new BLD - MPAC Renewal project
750769 MPAC Access and Operational Safety Upgrd	0	(0)	(0)	0	(0)	Project amalgamated into the new BLD - MPAC Renewal project
750771 MPAC Fire Detection and Protec Sys Upgrd	0	45,150	45,150	45,150	0	Project amalgamated into the new BLD - MPAC Renewal project
750741 Avalon Foreshore Ablution Renewal	0	221,556	221,556	221,556	0	Complete
750732 Dawesville Community Centre	0	827,262	827,262	505,493	321,769	2025/26 to 2026/27 carryover project. Landscape construction works 10% complete.
750763 Asbestos Removal Program	0	30,000	30,000	7,758	22,242	Ongoing Program
750773 Rushton Park Kiosk Lower Level Tiling Repairs	0	33,698	33,698	20,897	12,800	2025/26 to 2026/27 carryover project. Construction to commence 2026/27.
750828 BLD - Admin Building FIP Replacement	0	25,851	25,851	27,899	(2,048)	Complete
750687 LED Buildings Plan	0	12,609	12,609	12,609	0	Ongoing Program
750754 Administration Centre Refurbishment	0	0	0	0	0	Commitments to be investigated

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Level of completion indicator, please see table at the end of this note for further detail.

Account Description			Adopted Budget	Annual Budget	YTD Budget	YTD Actual	Remaining Unspent Funds	Comment
	750689	Works & Services Building Refurb	0	656,258	656,258	360,315	295,943	Original scope of works 90% complete. Roof rectification works have commenced. 2025-26 to 2026-27 carryover to be processed in August 2026 Financial Report.
	750761	Administration Centre Facade Renewal	0	156,005	156,005	154,757	1,249	
	750681	MARC Roof Repairs	0	19,525	19,525	18,182	1,343	Construction complete. Finances to be finalised
	750733	Cinema HVAC Replacement	0	57,562	57,562	28,862	28,700	Complete
	750753	Site Main Switchboard Program	0	7,470	7,470	7,470	0	Ongoing Program
	750829	BLD - Falcon Library CU-3 Replacement	0	170,000	170,000	139,102	30,898	Construction complete. Finances to be finalised.
	750830	NEW - Canopus Display Shed	0	100,000	100,000	0	100,000	Construction to commence July 2026.
	750831	BLD - MPAC Renewal	0	266,684	266,684	136,004	130,680	2025/26 to 2026/27 carryover project. Refer to Financial Report, Key Capital Projects table.
	750832	SES - Training Roof Facility and Screen	0	50,000	50,000	30,621	19,379	Construction to commence Q4
	750833	Port Bouw Rec Club Tank Upgr & Mach Shed Demolition	0	25,000	25,000	19,750	5,250	In progress
	750835	BLD Mandurah Ocean Marina Chalet Renewal	0	79,803	79,803	30,920	48,883	In progress
	750836	Dudley Park Bowling Club - Storage Extension	0	25,000	25,000	16,850	8,150	In progress
	750855	Mustangs Storage Lakelands Park	0	25,000	25,000	8,752	16,248	
	950833	BLD - Rushton Park HVAC Renewal	0	78,840	78,840	78,840	0	
Bridges								
	880017	BRG Fathom Turn Footbridge Maintenance	283,849	33,849	33,849	33,849	0	Design 30% complete
	880018	BRG - 2025-26 Level Three Inspections	160,829	62,630	62,630	57,693	4,937	2025/26 to 2026/27 carryover project. Design 30% complete.
	880012	Lakelands Madora Bay Pedestrian Bridge	0	46,839	46,839	0	46,839	Finances to be finalised.
Parks								
	700619	Dawesville SE Foreshore	866,168	572,217	572,217	560,212	12,004	2025/26 to 2026/27 carryover project. Construction 70% complete.
	700627	Roy Tuckey Reserve BMX Pump Track Renewal	227,483	227,483	227,483	212,043	15,440	Construction complete. Finances to be finalised
	700629	Eastern Foreshore Boardwalk Renewal	361,978	150,552	150,552	243,322	(92,770)	2025/26 to 2026/27 carryover project. Design 90% complete.
	700575	Coodanup Foreshore Park Upgrade	717,890	986,910	986,910	929,903	57,006	2025/26 to 2026/27 carryover project. Refer to Financial Report, Key Capital Projects table.
	700635	Norwich Reserve Upgrade	533,514	405,514	405,514	445,022	(39,508)	2025/26 to 2026/27 carryover project. Construction 90% complete.
	700639	Peel Hockey Association Surface Renewal	877,642	728,928	728,928	725,159	3,768	2025/26 to 2026/27 carryover project. Construction 90% complete.
	700516	Yalgorup National Park	914,533	98,830	98,830	98,740	91	2025/26 to 2026/27 carryover project. Refer to Financial Report, Key Capital Projects table.
	700683	New - Regional Multi-use Facility	468,670	226,258	226,258	170,700	55,558	2025/26 to 2026/27 carryover project. Consultant work underway.
	700659	PRK 25-26 Boardwalk and Beach Access Rnwl	734,210	150,000	150,000	58,951	91,049	2025/26 to 2026/27 carryover project. Construction to commence 2026/27
	700662	PRK 25-26 Merlin Res Sport Light Renewal	401,656	81,656	81,656	3,156	78,500	Design 40% complete
	700658	PRK Mississippi Res Playground Upgrade	459,877	409,877	409,877	406,423	3,453	2025/26 to 2026/27 carryover project. Construction 90% complete.
	700656	PRK 25-26 Playground Renewal	338,682	338,682	338,682	322,066	16,616	Construction complete. Finances to be finalised
	700680	PRK 25-26 Fencing Renewal	256,708	202,008	202,008	195,508	6,500	Complete
	700666	PRK 25-26 Parks Furniture Renewal	164,728	153,394	153,394	104,553	48,841	Complete
	700672	PRK 25-26 Park Fixtures New	120,354	123,620	123,620	123,620	(0)	Complete
	700654	PRK 25-26 Shade Sails New	116,728	113,463	113,463	95,589	17,873	Complete
	700671	PRK 25-26 Hermitage Bore Renewal	90,354	90,354	90,354	131,782	(41,428)	Construction 80% complete. 2025-26 to 2026-27 carryover to be processed in August 2026 Financial Report.
	700655	PRK 25-26 Softfall Rubber Renewal	65,275	51,861	51,861	51,861	(0)	Complete
	700664	PRK 25-26 Signage Renewal	60,354	60,354	60,354	59,884	471	Ongoing Program
	700684	NEW - Lakelands Youth Park	68,980	38,980	38,980	35,406	3,575	2025/26 to 2026/27 carryover project. Design 10% complete.
	930050	Caddadup Recycled Water Supply (MAR)	188,881	132,481	132,481	91,026	41,455	2025/26 to 2026/27 carryover project. Feasibility study in progress.
	700653	25-26 Res Elect Meter Replacement	50,354	50,354	50,354	354	50,000	Ongoing Program
	700681	PRK 25-26 Bin Enclosures Upgrade	66,728	56,329	56,329	56,612	(284)	Complete
	700667	PRK Sports Court Renewal	42,354	42,354	42,354	41,954	400	Complete
	700673	PRK 25-26 Signage New	40,354	40,354	40,354	39,798	556	Ongoing Program
	700677	PRK 25-26 Retaining Wall	21,131	33,131	33,131	35,297	(2,166)	Complete. The overspend will be managed within the overall capital program at year end.
	700678	NEW - Bortolo Goal Compound	17,232	22,788	22,788	22,788	(0)	Complete
	700657	PRK Bardoc Reserve Upgrade	67,483	67,483	67,483	61,845	5,637	Design 30% complete
	700670	NEW - Playground, Kardan Loop, Falcon	15,520	15,520	15,520	9,160	6,360	Design Only
	700628	24-25 Boardwalk and Beach Access Renewal	0	411,848	411,848	449,045	(37,197)	Ac
	700586	BW Warrungup Spring Reserve Boardwalk	0	119,162	119,162	40,062	79,100	Construction 90% complete. 2025-26 to 2026-27 carryover to be processed in August 2026 Financial Report.
	700634	MARC Double Sided Digital Sign Renewal	0	119,736	119,736	119,736	(0)	Complete
	700650	Lakes Lawn Cemetary Recovery	0	149,189	149,189	169,333	(20,144)	Construction complete. Finances to be finalised. The overspend will be managed within the overall capital program at year end.
	700633	MARC Outdoor Shade Structures New	0	99,882	99,882	99,882	0	Construction complete. Finances to be finalised
	700652	Pinjarra Rd Tuart Tree Support System	0	66,055	66,055	60,733	5,322	Construction complete. Finance to be finalised
	700685	PRK - Rushton North Lighting	0	338,022	338,022	0	338,022	Construction 90% complete. 2025-26 to 2026-27 carryover to be processed in August 2026 Financial Report.
	700577	Merlin Street Reserve Activation Plan	0	0	0	(12,532)	12,532	Complete
	700637	Shade Structures Renewal Program	0	10,067	10,067	10,066	0	Ongoing Program

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Level of completion indicator, please see table at the end of this note for further detail.

Account Description		Adopted Budget	Annual Budget	YTD Budget	YTD Actual	Remaining Unspent Funds	Comment
	700614 Reserve Meter Renewal Program	0	0	0	0	0	Project amalgamated into the BLD - 25-26 - Site Main Switchboard project.
	700686 Meadow Springs Cricket Nets	0	50,000	50,000	50,922	(922)	Construction to commence Q3
	700687 Lakelands Dugouts	0	0	0	0	0	
	700688 Peel Hockey Water Tanks	0	0	0	0	0	
	930045 Major Public Artworks	0	125,000	125,000	38,550	86,450	Non-PLM
	700695 PRK - Mississippi Amazon Park Upgrade	0	11,334	11,334	11,339	(5)	In Progress
Roads							
	501192 Falcon Coastal Shared Path	658,902	274,428	274,428	125,724	148,704	2025/26 to 2026/27 carryover project. Refer to Financial Report, Key Capital Projects table.
	501264 Lakes Road - Murdoch Drive Blackspot	125,457	0	0	0	0	Withdrawn project
	501265 Lynda Street and Baroy Street Blackspot	382,478	171,424	171,424	50,982	120,442	2025/26 to 2026/27 carryover project. Construction 10% complete.
	501267 Wanjeep Street Blackspot	614,883	0	0	0	0	
	501291 Pinjarra Road	1,844,765	2,209,444	2,209,444	1,637,458	571,986	Construction complete. Finances to be finalised
	501294 Decorative Streetlighting Renewal Project Design	608,181	68,840	68,840	28,632	40,207	2025/26 to 2026/27 carryover project. Ongoing project.
	501331 RDS - Renew - Clarice St	1,234,062	1,019,454	1,019,454	996,296	23,158	2025/26 to 2026/27 carryover project. Construction 90% complete.
	501304 RDS - Upgrade - Tims Thicket Road	1,233,742	1,336,963	1,336,963	901,694	435,268	Construction complete. Finances to be finalised
	501339 RDS - Resurface - Karinga & Surrounds	659,716	162,943	162,943	164,587	(1,644)	Complete. The overspend will be managed within the Roads Resurfacing Program, which remains within the overall program budget.
	501308 TMP - BS - Tuckey Street	645,545	513,289	513,289	195,069	318,220	2025/26 to 2026/27 carryover project. Construction 60% complete.
	501313 TMP - BS Pinjarra-Anstruther Rd Intersect	599,616	599,616	599,616	84,674	514,941	Refer to Financial Report, Key Capital Projects table.
	501309 RDS - Renew - Tims Thicket Road	595,767	492,546	492,546	474,883	17,663	In Progress
	501336 RDS - Resurface - St Annes & Surrounds	528,209	390,268	390,268	395,588	(5,320)	Complete. The overspend will be managed within the Roads Resurfacing Program, which remains within the overall program budget.
	501334 RDS - Resurface - Kookaburra & Surrounds	497,786	446,475	446,475	442,536	3,939	Complete
	501329 RDS - Resurface - Canterbury & Surrounds	484,509	401,764	401,764	332,739	69,025	Complete
	501306 RDS - Resurface - Elmore Way	305,027	222,972	222,972	222,427	544	Complete
	501311 TMP - LATM - Oakmont Avenue	284,171	145,183	145,183	159,048	(13,864)	2025/26 to 2026/27 carryover project. Construction 60% complete.
	501338 RDS - Resurface - Angalore Road	262,049	243,456	243,456	243,456	(0)	Complete
	501333 RDS - Resurface - La Grange & Augusta	241,945	169,521	169,521	169,520	0	Complete
	501332 RDS - Resurface - McLarty Road	229,452	229,452	229,452	319,892	(90,440)	Complete. The overspend will be managed within the Roads Resurfacing Program, which remains within the overall program budget.
	501335 RDS - Resurface - Carnoustie Gardens	202,818	155,363	155,363	156,320	(957)	Complete.
	501341 RDS - Resurface - Hestia Way	179,637	148,385	148,385	148,385	0	Complete
	501326 PTH - Renewal - Old Coast Road Bypass	135,738	44,738	44,738	37,868	6,871	Complete
	501320 PTH - Renew - Mandurah Road	132,170	132,170	132,170	56,598	75,572	Construction 90% complete. 2025-26 to 2026-27 carryover to be processed in August 2026 Financial Report.
	501337 RDS - Resurface - Cuvier Place	116,948	9,608	9,608	9,608	0	Withdrawn project
	501330 CPK - City Centre Parking Plan Delivery	107,819	19,819	19,819	15,114	4,705	2025/26 to 2026/27 carryover project. Ongoing Project.
	501318 TMP - LATM - Glencoe Parade	104,855	20,492	20,492	19,971	521	2025/26 to 2026/27 carryover project. Design complete.
	501321 PTH - Renew - Caddadup Reserve	101,570	2,570	2,570	2,570	0	2025/26 to 2026/27 carryover project. Construction to commence 2026/27.
	501322 RDS - Resurface - Waste Mgmt Centre	107,749	140,199	140,199	140,199	0	Complete
	501328 RDS - Resurface - Blossom Place	93,960	93,960	93,960	83,773	10,187	Complete
	501317 TMP - Dandaragan Drive	55,718	2,718	2,718	2,718	0	2025/26 to 2026/27 carryover project. Construction to commence 2026/27.
	501344 SLF - 25-26 Street Furniture Renewal	46,650	12,650	12,650	12,300	350	Ongoing Program
	501343 SLF - 25-26 Street Furniture New	42,150	42,150	42,150	29,350	12,800	Ongoing Program
	501319 TMP - Westview Parade, Wannanup	39,470	117,470	117,470	19,155	98,315	Construction 90% complete. 2025-26 to 2026-27 carryover to be processed in August 2026 Financial Report.
	501316 TMP - Cossack Way	36,984	1,896	1,896	1,896	0	2025/26 to 2026/27 carryover project. Construction to commence 2026/27.
	501325 PTH - Realign - Lively Place	37,570	19,570	19,570	19,341	229	Complete
	501345 SLF - City Centre Lighting Audit	37,150	2,150	2,150	2,150	0	2025/26 to 2026/27 carryover project. Procurement underway.
	501303 RDS - Renew - The Glen	58,111	58,111	58,111	33,111	25,000	Design complete
	501312 TMP - Arramall Trail	21,844	21,844	21,844	10,558	11,286	Complete
	501327 PTH - Renew - Estuary Road	17,570	0	0	0	(0)	Deferred project
	501324 PTH - Renewal - Old Coast Road	16,737	51,737	51,737	47,340	4,397	Construction complete. Finances to be finalised
	501340 RDS - Renew - Finistere Island Retreat	38,111	38,111	38,111	33,111	5,000	Design Only
	501314 CPK Merlin St Carpark Renewal	9,290	9,290	9,290	4,290	5,000	Design complete
	501310 CPK Doddies Beach Carpark Renewal	9,498	9,498	9,498	4,702	4,796	Design complete
	501307 RDS - Renew - Grafton Drive	38,111	38,111	38,111	41,412	(3,301)	Pre-Design works complete. The overspend will be managed within the overall capital program at year end.
	501305 PTH - Tanjinn Street, Dawesville PAW	7,570	7,570	7,570	2,570	5,000	Concept complete
	501193 23-24 TM Clarice St	0	47,891	47,891	47,890	0	Complete
	501129 Trails Project	0	76,159	76,159	26,457	49,702	2025/26 to 2026/27 carryover project. Design Complete.
	501194 TM Mandurah Tce/Adonis Rd	0	0	0	2,135	(2,135)	Withdrawn project

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Level of completion indicator, please see table at the end of this note for further detail.

Account Description		Adopted Budget	Annual Budget	YTD Budget	YTD Actual	Remaining Unspent Funds	Comment
	501235 RC Peel Street Stage 4	0	70,000	70,000	86,061	(16,061)	Complete. The overspend will be managed within the overall capital program at year end.
	501175 24-25 TM Discretionary Traffic Management	0	18,089	18,089	20,311	(2,222)	2025/26 to 2026/27 carryover project. Ongoing Program.
	501292 New Street Furniture and Minor Works	0	9,190	9,190	7,698	1,492	Ongoing Program
	501293 PTH 24-25 Shared Path Renewal Program	0	437,794	437,794	430,141	7,653	Construction complete. Finances to be finalised
	501260 Mewburn Centre Carpark Upgrade	0	26,128	26,128	26,280	(152)	Consultant work underway
	501346 RDS - Preservation RRG - Coolibah Ave	0	876,309	876,309	669,256	207,053	Complete
	501347 RDS - Resurface - Cyprus Gardens	0	107,340	107,340	79,479	27,861	Complete
Drainage							
	600226 DRG - Parkview Street	176,238	176,238	176,238	165,244	10,994	Construction 90% complete. 2025-26 to 2026-27 carryover to be processed in August 2026 Financial Report.
	600207 DRG - Cygni Street	156,238	156,238	156,238	143,007	13,232	Complete
	600211 DRG - Tara Street	101,238	101,238	101,238	115,544	(14,306)	Construction complete. Finances to be finalised. The overspend will be managed within the overall capital program at year end.
	600220 DRG - Durham Crescent	71,238	71,238	71,238	103,438	(32,200)	Construction complete. Finances to be finalised. The overspend will be managed within the overall capital program at year end.
	600225 DRG - Mississippi Drive	16,238	16,238	16,238	11,238	5,000	Design complete
	600209 DRG - Portmarnock Circle	16,238	16,238	16,238	11,238	5,000	Design Only
	600213 DRG - Scenic Dr and Philante St Int	16,238	16,238	16,238	11,238	5,000	Design Only
	600208 DRG - Mandurah Gardens Est	16,238	16,238	16,238	12,419	3,820	Design 85% complete
	600219 DRG - Lyelta Street	16,238	16,238	16,238	11,238	5,000	Design Only
	600198 DR Mary Street Drainage Renewal	0	285,030	285,030	295,404	(10,373)	Construction complete. Finances to be finalised. The overspend will be managed within the overall capital program at year end.
Coastal & Estuary							
	911008 Mandurah Quay Seawall Repair	1,768,134	1,889,352	1,889,352	1,830,173	59,179	Construction complete. Finances to be finalised
	911014 C&M - 25-26 Town Beach Seawall Renewal	1,217,856	1,159,815	1,159,815	1,041,739	118,076	2025/26 to 2026/27 carryover project. Construction 80% complete.
	911020 C&M - 25-26 Birchley Rd Boat Ramp Upgr	957,013	82,013	82,013	77,712	4,301	Deferred project
	911016 C&M - 25-26 Waterside Foreshore seawall	325,761	40,761	40,761	34,720	6,042	Consultant work underway
	911018 C&M - 25-26 Memorial Park Seawall	278,010	58,010	58,010	51,969	6,042	Design complete
	911019 C&M - 25-26 Darwin Tce Public Jetty Renew	30,237	30,237	30,237	30,471	(234)	Design complete
	911015 C&M - 25-26 Doddys Beach Protection	191,882	191,882	191,882	108,039	83,843	Design complete
	911013 C&M - Mandjar Bay Concept Planning	155,575	0	0	0	0	Withdrawn project
	911017 C&M - 25-26 Breakwater Pde Entry Seawall	91,351	91,351	91,351	64,715	26,636	Consultant work complete
	911021 In-Water Floating Pontoon	0	62,146	62,146	62,146	0	
	911022 C&M - Western Foreshore Coastal Protection	0	25,000	25,000	34,296	(9,296)	2025/26 to 2026/27 carryover project. Design only.
	911007 Donnelly Gardens Seawall Repair	0	53,435	53,435	45,699	7,736	Complete
Equipment							
	930043 Christmas Decorations Program	200,000	210,612	210,612	181,365	29,247	Ongoing Program
	820185 All Terrain Wheelchair	0	6,040	6,040	6,040	0	Complete
	820195 Furniture & Equipment	0	12,000	12,000	10,511	1,489	Procurement underway
	820198 CCTV Storage	0	0	0	0	0	Procurement underway
Plant & Machinery							
	770001 Replacement Light Passenger Vehicles	455,000	241,646	241,646	233,579	8,067	Ongoing Program
	770002 Replacement Light Commercial Vehicles	884,000	305,053	305,053	298,795	6,258	Ongoing Program
	770006 Trucks and Buses	1,130,500	1,104,019	1,104,019	1,042,871	61,149	Ongoing Program
	770009 Parks and Mowers	283,000	340,847	340,847	244,034	96,813	Ongoing Program
	770010 New - Heavy Vehicles Plant and Equipment	40,000	39,460	39,460	39,460	0	Ongoing Program
	770011 Miscellaneous Equipment	17,500	70,519	70,519	17,519	53,000	Ongoing Program
	770007 Trailers	81,120	71,405	71,405	33,745	37,660	Ongoing Program
	770012 New - Vehicle and Small Plant Program	0	79,770	79,770	0	79,770	Ongoing Program
Other Infrastructure							
	930048 LTFP Program - CSRF	150,000	0	0	0	0	Ongoing Program
	700055 Waterfront Project	0	317,000	317,000	218,089	98,911	2025/26 to 2026/27 carryover project. Construction 90% complete.
	700665 New - Western Foreshore Leisure Precinct	613,647	215,647	215,647	181,647	34,000	Design Only
	Grand Total	40,467,886	33,808,730	33,808,730	27,753,349	6,055,381	

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 JUNE 2026

FINANCING ACTIVITIES
NOTE 7
BORROWINGS

Repayments - Borrowings

Information on Borrowings Particulars	1 July 2025	New Loans		Principal Repayments		Principal Outstanding		Interest Repayments	
		Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget
	\$	\$	\$	\$	\$	\$	\$	\$	\$
Law, order, public safety									
Bortolo Fire Track Water Infrastructure	32,250	-	-	3,502	5,055	28,748	7,217	1,860	423
Community amenities									
Halls Head Recycled Water 2019/20	116,439	-	-	16,683	19,256	99,756	94,533	5,819	6,455
Ablutions 2021/22	178,490	-	-	26,902	31,209	151,588	141,396	939	3,248
Waste Water Reuse [349]	34,182	-	-	34,182	22,692	0	11,694	1,141	2,864
Halls Head Ablution Block [350]	22,843	-	-	22,843	15,121	0	7,855	763	1,912
Recreation and culture									
Falcon Seawall	449,687	-	-	105,243	113,909	344,444	319,182	4,424	15,713
Mandjar Square Stage 3 and 4	251,679	-	-	45,427	49,977	206,252	192,753	9,400	16,306
Novara Foreshore Stage 3	101,343	-	-	17,991	20,613	83,352	76,982	3,934	5,517
Falcon Skate Park Upgrade	65,726	-	-	11,302	11,042	54,424	54,222	3,266	4,358
Falcon Bay Foreshore Stage 3 of 4	163,970	-	-	26,986	28,505	136,984	130,912	6,767	10,702
Mandjar Square Final Stage	164,078	-	-	26,732	29,040	137,346	130,962	7,025	9,610
Westbury Way North side POS Stage 3	117,537	-	-	16,620	18,670	100,917	95,728	5,881	7,618
Smart Street Mall Upgrade 2019/20	248,071	-	-	51,495	46,006	196,576	202,043	9,235	16,700
Smart Street Mall 2020/21	710,247	-	-	104,214	110,305	606,034	598,366	7,554	22,998
Enclosed Dog Park	14,508	-	-	1,463	1,817	13,045	14,862	743	918
Falcon Bay Upgrade - Stage 4 of 5	176,793	-	-	27,672	32,768	149,121	137,459	3,227	5,625
Novara Foreshore Stage 4	69,844	-	-	8,468	9,421	61,377	58,217	2,559	4,196
Bortolo Reserve - Shared Use Parking and Fire Track Facility	190,419	-	-	31,222	34,251	159,197	149,366	1,887	6,856
South Harbour Paving Upgrade Stage 2	35,612	-	-	3,686	4,520	31,926	30,024	1,823	2,255
Eastern/ Western Foreshore 2020/21	671,687	-	-	118,774	129,194	552,912	537,058	7,191	4,915
Falcon Skate Park Upgrade 2020/21	53,033	-	-	6,573	6,810	46,460	44,659	1,744	3,363
Eastern/ Western Foreshore 2021/22	1,057,173	-	-	154,722	201,616	902,451	818,949	13,698	7,488
Parks and Reserves Upgrades 2021/22	344,126	-	-	52,126	64,453	292,000	268,007	2,532	3,213
Mandurah Library Re Roofing Project	83,629	-	-	9,892	13,175	73,737	68,186	3,165	2,790
Enclosed Dog Park 2021/22	129,152	-	-	18,621	22,540	110,531	102,566	1,538	2,178
Falcon Bay Upgrade - Stage 4 of 5 2021/22	51,152	-	-	6,745	9,435	44,407	40,224	1,547	516
Novara Foreshore Stage 4 2021/22	162,736	-	-	24,618	29,261	138,119	128,340	1,024	2,164
Smart Street Mall 2021/22	437,105	-	-	64,892	82,018	372,213	340,378	4,586	4,148
Falcon Reserve Activation Plan Stage 3	297,787	-	-	51,469	51,993	246,318	246,073	2,255	2,620
2022/23 Parks and Reserves Upgrades	290,167	-	-	50,441	51,179	239,726	239,018	1,938	2,058
Kangaroo Paw Park	229,309	-	-	39,806	40,177	189,503	189,149	1,475	2,024
Seascapes Boardwalk	149,003	-	-	26,119	25,991	122,884	123,131	736	1,315
Bruce Cresswell Reserve	146,040	-	-	25,077	25,655	120,964	120,465	1,240	1,100
Falcon Bay Stage 5 of 5	108,679	-	-	18,831	18,262	89,848	90,527	633	1,545
Mandurah Community Museum Roof and Gutters	96,899	-	-	16,885	17,068	80,014	79,655	575	686
2022/23 South Harbour Upgrades	76,835	-	-	13,301	12,221	63,535	64,911	391	1,494
Pleasant Grove Foreshore	44,383	-	-	5,377	7,386	39,006	37,036	2,543	682
Smart Street Mall Upgrade	44,138	-	-	5,355	7,367	38,783	36,808	2,529	665
Parks & Reserves Program	3,177,416	-	-	295,687	272,557	2,881,728	2,909,917	155,093	191,749
Parks & Reserves Upgrade 24-25	1,180,902	-	-	91,981	99,244	1,088,922	1,081,604	58,113	59,339
Parks & Reserves Upgrade 25-26		1,520,000	1,520,000	(1,139)	0	1,521,139	2,000,000		0
Halls Head Bowling Club upgrade [331]	129,500	-	-	39,428	43,842	90,072	82,304	4,023	3,447
MARC Redevelopment Stage 1 [340]	91,169	-	-	91,169	86,974	0	-	3,167	2,744
MARC Redevelopment Stage 2 [341]	162,227	-	-	162,227	163,038	0	-	1,141	4,607
Eastern Foreshore Wall [344]	126,209	-	-	126,209	127,115	0	-	2,703	4,188
MARC Stage 2 [345]	198,052	-	-	198,052	198,437	-0	-	2,493	3,597
Falcon Bay Seawall [351]	54,668	-	-	54,668	40,795	0	14,162	1,786	1,880
MARC Solar Plan [353]	75,077	-	-	21,795	23,560	53,281	48,788	2,231	3,566
Novara Foreshore Development [355]	140,551	-	-	46,614	52,139	93,937	82,287	1,447	2,553
Falcon Bay Foreshore Upgrades [356]	144,895	-	-	43,616	53,201	101,279	85,262	4,446	1,173
Mandjar Square Development [358]	175,056	-	-	58,734	64,221	116,321	105,329	1,337	1,872
Lakelands DOS [360]	792,519	-	-	328,058	329,814	464,460	463,103	8,387	8,743
Transport									

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 JUNE 2026**

**FINANCING ACTIVITIES
NOTE 7
BORROWINGS**

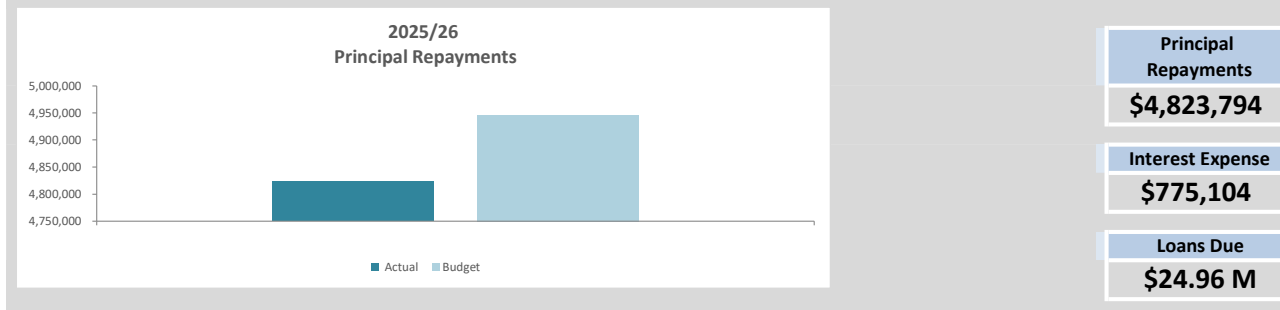
Repayments - Borrowings

Information on Borrowings Particulars	1 July 2025	New Loans		Principal Repayments		Principal Outstanding		Interest Repayments	
		Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget
New Road Construction 2018/19	744,243	-	-	172,599	177,241	571,644	550,176	8,349	24,473
New Boardwalks 18/19	252,515	-	-	50,189	51359	202,325	192,273	4,638	14117
Pinjarra Road Carpark	101,343	-	-	17,737	20613	83,606	76,982	4,188	5517
Coodanup Drive - Road Rehabilitation	51,166	-	-	8,448	10017	42,718	39,023	2,509	3336
South Harbour Upgrade 2019/20	134,200	-	-	20,427	22075	113,772	108,978	5,446	7604
New Road Construction 2019/20	404,120	-	-	106,757	99842	297,363	301,056	2,577	14874
New Roads 2020/21	366,177	-	-	63,167	62140	303,010	297,550	3,062	12573
Carryover Roads 2020/21	354,133	-	-	51,877	65568	302,255	275,822	2,902	3178
Roads 2021/22	179,941	-	-	26,038	31611	153,903	141,800	1,057	2719
Carparks 2021/22	118,730	-	-	17,622	20752	101,108	94,159	976	2152
Cambria Island Abutment Wall	42,183	-	-	5,601	7706	36,582	33,354	1,322	508
RC Pinjarra Road Stage 3	371,737	-	-	63,675	66212	308,061	305,562	3,476	2257
RC Pinjarra Road Stage 4	371,752	-	-	63,674	66211	308,077	305,578	3,477	2258
Cambria Island Abutment Walls Repair	199,791	-	-	33,638	34813	166,153	165,151	2,410	1837
SP Halls Head PSP	149,003	-	-	26,119	25991	122,884	123,131	736	1315
RC Peel Street	84,018	-	-	14,459	12950	69,559	71,380	442	2008
Torcello Mews Canal PAW Renewal	75,295	-	-	13,040	12061	62,255	63,528	388	1384
Halls Head Pde Beach Central CP Stage 2	73,473	-	-	12,702	11819	60,771	61,880	354	1247
Halls Head Parade Car Park Stage 2a	39,191	-	-	4,454	6555	34,736	32,395	2,254	281
Senior Citizens Carpark	10,258	-	-	1,016	935	9,242	9,331	594	728
Roads & Drainage Program	2,184,422	-	-	203,276	187379	1,981,146	2,000,517	106,624	131824
Roads & Drainage Program 24-25	2,200,048	-	-	171,315	184898	2,028,733	2,015,102	110,574	110553
Roads & Drainage Program 25-26		550,871	550,871	(413)	0	551,284	2,500,000		0
New Road Construction [342]	104,503	-	-	104,503	102,550	0	-	2,261	2,788
WMC Tims Thicket [343]	21,316	-	-	21,316	17,503	0	2,158	2,481	1,796
Road Construction [346]	84,706	-	-	84,706	65,514	0	19,064	2,485	1,672
MARC Carpark [347]	65,448	-	-	65,448	48,269	0	17,544	1,978	2,795
MPAC Forecourt [348]	28,517	-	-	28,517	18,906	0	9,781	952	2,388
Mandurah Marina [352]	75,063	-	-	21,795	23,597	53,268	48,706	2,230	3,564
MARC Carpark [354]	109,431	-	-	32,537	37,865	76,894	68,092	3,499	2,019
Mandurah Foreshore Boardwalk Renewal [357]	160,058	-	-	52,929	58,832	107,129	95,096	1,129	1,883
New Road Construction [359]	423,719	-	-	166,623	166656	257,096	257,332	3,395	4215
Smoke Bush Retreat Footpath [361]	38,379	-	-	10,634	10,681	27,745	26,599	1,379	2,627
Economic services									
Mandurah Ocean Marina Chalets Refurbishment	106,292	-	-	16,240	19,399	90,052	83,511	655	1,294
Other property and services									
Civic Building - Tuckey Room Extension	252,716	-	-	45,430	51,184	207,286	192,182	9,395	14,182
Building Renewal & Upgrades Program	1,301,276	-	-	121,092	111,628	1,180,184	1,191,715	63,516	78,528
Mandurah Quay Seawall Repair	0	1,650,000	1,650,000	(1,236)	-	1,651,236	1,650,000	0	0
Building Renewal & Upgrades Program 24-25	720,736	-	0	56,482	60,512	664,254	659,488	35,441	36,180
25-26 Building Renewal & Upgrades			0				1,000,000		
	26,064,892	3,720,871	3,720,871	4,823,794	4,946,758	24,961,969	27,987,669	775,104	981,370
Total	26,064,892	3,720,871	3,720,871	4,823,794	4,946,758	24,961,969	27,987,669	775,104	981,370
Current borrowings	4,946,758		3,720,871	4,823,794	4,946,758	368,453	4,946,758	775,104	981,370
Non-current borrowings	21,118,134					24,593,516	23,040,911		
	26,064,892					24,961,969	27,987,669		

All debenture repayments were financed by general purpose revenue.

KEY INFORMATION

All loans and borrowings are initially recognised at the fair value of the consideration received less directly attributable transaction costs. After initial recognition, interest-bearing loans and borrowings are subsequently measured at amortised cost using the effective interest method. Fees paid on the establishment of loan facilities that are yield related are included as part of the carrying amount of the loans and borrowings.



Ordinary Council Meeting Agenda - 25 August 2026

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY FOR THE PERIOD ENDED 30 JUNE 2026

OPERATING ACTIVITIES

NOTE 8

CASH RESERVES

Cash Backed Reserve

Reserve Name	Opening Balance	Budget Interest Earned	Actual Interest Earned	Budget Transfers In (+)	Actual Transfers In (+)	Budget Transfers Out (-)	Actual Transfers Out (-)	Budget Closing Balance	Actual YTD Closing Balance
	\$	\$	\$	\$	\$	\$	\$	\$	\$
Building	1,617,101	252,918	615,105	8,954,091	6,608,498	0	0	10,824,110	8,840,705
Parking	529,269	13,801	30,861	0	0	0	0	543,070	560,130
Asset Management	26,970,114	555,920	1,457,546	4,845,739	0	(6,923,099)	0	25,448,674	28,427,660
Cultural Centre	493	0	0	0	0	0	0	493	493
Sustainability	296,619	7,734	17,233	0	0	(1,100)	0	303,253	313,852
Waste Facilities Reserve Fund	10,715,277	198,278	428,977	0	2,100,000	(3,364,782)	0	7,548,773	13,244,254
Interest Free Loans	191,704	0	0	0	0	0	0	191,704	191,704
CLAG	1,415	37	980	15,788	0	0	0	17,240	2,395
Mandurah Ocean Marina	195,681	5,102	11,410	0	0	0	0	200,783	207,091
Waterways	625,392	15,688	8,345	0	0	(494,238)	0	146,842	633,737
Port Mandurah Canals Stage 2 Maintenance	102,363	2,669	5,969	0	0	0	0	105,032	108,332
Mariners Cove Canals	93,266	2,432	5,438	0	0	0	0	95,698	98,704
Port Bouvard Canal Maintenance Contributions	293,559	7,654	17,117	0	0	0	0	301,213	310,676
Unspent Grants & Contributions	4,242,098	0	0	3,318,926	0	(2,825,294)	0	4,735,729	4,242,098
Long Service Leave	3,396,631	92,787	158,452	0	0	(701,115)	0	2,788,302	3,555,083
Bushland and Environmental Protection	1,866,955	43,217	108,550	0	0	0	0	1,910,172	1,975,505
Coastal Storm Contingency	284,175	7,410	16,570	0	0	0	0	291,585	300,745
Digital Futures	62,516	1,630	3,645	0	0	0	0	64,146	66,161
Decked Carparking	1,108,828	28,912	64,655	0	0	0	0	1,137,740	1,173,483
Specified Area Rates - Waterside Canals	115,404	5,535	0	0	0	(2,942)	0	117,997	115,404
Specified Area Rates - Port Mandurah Canals	200,290	6,270	6,887	64,900	0	(142,556)	0	128,904	207,177
Specified Area Rates - Mandurah Quay Canals	313,859	16,614	16,654	27,019	0	(49,152)	0	308,340	330,513
Specified Area Rates - Mandurah Ocean Marina	1,144,422	35,484	0	149,815	0	0	0	1,329,721	1,144,422
Specified Area Rate - Port Bouvard Canals	173,219	9,836	8,465	0	0	0	0	183,055	181,684
Specified Area Rate - Mariners Cove	5,927	487	487	260	0	0	0	6,674	6,414
Specified Area Rate - Eastport	67,024	2,824	2,824	962	0	0	0	70,810	69,848
Sportclubs Maintenance Levy	449,570	10,183	26,127	0	0	0	0	459,753	475,697
City Centre Land Acquisition Reserve	2,131,064	55,567	124,260	0	0	0	0	2,186,631	2,255,324
Lakelands Community Infrastructure Reserve	1,211,619	31,593	70,648	0	0	0	0	1,243,212	1,282,267
Plant Reserve	1,911,487	48,694	136,561	1,402,013	0	(959,112)	0	2,403,082	2,048,048
Workers Compensation Reserve	329,536	8,593	19,215	0	0	0	0	338,129	348,751
Restricted Cash Reserve	4,104,069	47,864	0	1,797,071	0	(2,351,907)	0	3,597,098	4,104,069
Community Safety	492,213	12,834	25,584	0	0	(54,848)	0	450,199	517,797
Public Art Reserve	434,996	11,537	23,386	90,000	0	(125,000)	0	411,533	458,382
Large-Scale Arts and Culture Attraction Reserve	0	0	0	0	0	0	0	0	0
Cash in Lieu of Open Space Contributions	-	0	8,967	0	179,370	0	0	0	188,337
	65,678,155	1,540,105	3,420,917	20,666,583	8,887,868	(17,995,147)	0	69,889,696	77,986,941

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 JUNE 2026

NOTE 9

OPERATING GRANTS AND CONTRIBUTIONS

Provider	Unspent Operating Grant, Subsidies and Contributions Liability				Operating Grants, Subsidies and Contributions Revenue			
	Liability 1-Jul	Increase in Liability	Liability Reduction (As revenue)	Liability 30-Jun	Adopted Budget	Budget Variations	Annual Budget	YTD Revenue Actual
	\$	\$	\$	\$	\$	\$	\$	\$
Operating Grants and Subsidies								
General purpose funding								
2025-26 Financial Assistance Grant - Local Roads	0	0	0	0	2,399,744	320,164	2,719,908	3,885,702
2025-26 Financial Assistance Grant - General Roads	0	0	0	0	1,638,400	195,493	1,833,893	2,311,026
Law, order, public safety								
Southern Districts Bush Fire Brigade LGGS: DFES	0	0	0	0	35,000	2,500	37,500	51,643
Bushfire Mitigation: DFES	0	0	0	0	20,660	(20,660)	0	0
SES LGGS: 2025/26 DFES	0	0	0	0	51,000	5,000	56,000	92,147
Bushfire Risk Mitigation Coordinator Grant: City of Cockburn	7,075	20,737	(27,812)	0	0	0	0	27,812
Bushfire Risk Mitigation Coordinator Grant: DFES	14,151	77,223	(77,526)	13,848	82,948	0	82,948	77,527
CoM Housing Needs Analysis - DPIRD	50,000	0	(50,000)	0	0	50,000	50,000	50,000
Stronger Suburbs Cocooning Project	34,303	110,306	(109,537)	35,072	115,850	14,303	130,153	109,537
Education and welfare								
Waterwise Verge Grant: Water Corp	0	0	0	0	10,000	0	10,000	0
Waterwise Initiative Funding 2025/2026	0	5,000	(5,000)	0	0	0	0	5,000
Paint the Town REaD: Department of Communities	33,673	0	(33,673)	0	30,526	34,048	64,574	33,673
Suicide Prevention Grant: WA Mental Health Commission	0	17,500	0	17,500	0	17,500	17,500	0
Volunteer Luncheon	0	1,364	(1,364)	0	0	0	0	1,364
WA Bike Month 25	0	2,000	(2,000)	0	0	0	0	2,000
International Day of People with Disability Grant	0	1,000	(1,000)	0	0	1,000	1,000	1,000
Community amenities								
Bus Shelter Maintenance Assistance Scheme: PTA	0	16,524	(16,524)	0	18,623	0	18,623	16,524
Direct Grant	0	0	0	0	503,803	0	503,803	479,187
Recreation and culture								
Crabfest: Tourism WA 2026	0	145,000	(145,000)	0	140,000	0	140,000	145,000
Crab Fest: Galati Group - Spud Shed	0	20,000	(20,000)	0	0	0	0	20,000
Crab Fest: WA Return Recycle Renew Limited	0	6,000	(6,000)	0	0	0	0	6,000
Crab Fest: WA Automotive	0	15,000	(15,000)	0	0	0	0	15,000
Crab Fest: Satterly	0	20,000	(20,000)	0	0	0	0	20,000
Crab Fest: Alcoa	0	21,875	(21,875)	0	0	0	0	21,875
Crab Fest: DPIRD	0	7,500	(7,500)	0	0	0	0	7,500
Christmas Pageant: Lotterywest	0	20,000	(20,000)	0	0	30,578	30,578	20,000
Christmas Light Trails: Lotterywest	0	50,000	(50,000)	0	0	50,000	50,000	50,000
Christmas Carols: Lotterywest	0	50,000	(50,000)	0	0	50,000	50,000	50,000
Christmas: Tourism WA	0	10,000	(10,000)	0	0	10,000	10,000	10,000
Every Club Funding 2026: DLGSC	0	0	0	0	20,480	0	20,480	0
Every Club Funding 2025: DLGSC	37,908	0	0	37,908	0	37,908	37,908	0
Gnoonie Youth Football Cup: Healthway	0	10,000	(10,000)	0	3,072	0	3,072	10,700
Southern Beaches CHRMAP: DPLH	98,000	42,000	(140,000)	0	0	140,000	140,000	140,000
Mandurah Estuarine CHRMAP - DPLH	0	140,000	0	140,000	0	0	0	0
Community Action Plan: Alcohol and Drug Foundation	13,639	17,077	(13,639)	17,077	16,925	(3,286)	13,639	13,639
CASM Signage	18,730	0	(18,730)	0	0	18,730	18,730	18,730
Australia Day 2026 Community Events Grant Program	0	15,000	(15,000)	0	15,000	0	15,000	15,000
CASM Art in Residency - DLGSCI	42,000	0	0	42,000	0	18,945	18,945	0
Better Beginnings Community Garden Storytime – Let's Grow Together!	30,000	0	(8,273)	21,727	0	30,000	30,000	8,273
Community Gardens Program - DOC	0	2,549	0	2,549	0	0	0	0
Community Gardens Grant Program	10,000	0	(10,000)	0	0	10,000	10,000	10,000
Other property and services								
Urban Greening Round Two Funding	40,000	0	(40,000)	0	0	40,000	40,000	40,000
TOTALS	429,479	843,655	(945,452)	327,682	5,102,031	1,052,223	6,154,253	7,765,859

* The Note 9 above relates to Operating Grants, Subsidies and Contributions with contract liability

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NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 JUNE 2026

NOTE 10

NON-OPERATING GRANTS AND CONTRIBUTIONS

Provider	Unspent Non Operating Grants, Subsidies and Contributions Liability				Non Operating Grants, Subsidies and Contributions Revenue			
	Liability	Increase in Liability	Liability Reduction (As revenue)	Liability	Adopted Budget Revenue	Budget Variations	Annual Budget	YTD Revenue Actual (b)
	1-Jul			30-Jun				
	\$	\$	\$	\$	\$	\$	\$	\$
Non-Operating Grants and Subsidies								
Community amenities								
750741 Avalon Foreshore Ablution Renewal	-	-	-	0	-	95,599	95,599	95,599
911014 C&M - 25-26 Town Beach Seawall Renewal	-	990,000	(872,144)	117,856	1,100,000	(58,041)	1,041,959	872,144
911015 C&M - 25-26 Doddiss Beach Protection	-	36,627	(36,627)	0	75,000	-	75,000	36,627
Recreation and culture								
750790 New - MARC Sports Court Upgrade	-	-	-	0	298,375	(218,375)	80,000	0
750789 New - Falcon Men's Shed	-	-	-	0	446,750	(446,750)	0	0
750827 NEW - Peelwood Reserve Oval Storage	-	200,000	(2,349)	197,651	200,000	(197,651)	2,349	2,349
750800 BLD - MARC Squash Court Glass Walls	-	-	-	0	30,000	-	30,000	0
750732 Dawesville Community Centre	-	1,737,167	(505,493)	1,231,674	-	827,262	827,262	505,493
700683 New - Regional Multi-use Facility	-	-	-	0	414,762	(242,412)	172,350	0
700639 Peel Hockey Association Surface Renewal	-	216,000	(216,000)	0	340,000	-	340,000	216,000
700662 PRK 25-26 Merlin Res Sport Light Renewal	-	120,000	(1,500)	118,500	400,000	(320,000)	80,000	1,500
700685 PRK - Rushton North Lighting - State Government	-	100,000	-	100,000	-	100,000	100,000	0
700685 PRK - Rushton North Lighting - Club Night Lights Program	-	112,674	-	112,674	-	112,674	112,674	0
700686 Meadow Springs Cricket Nets	-	50,000	(50,000)	0	-	50,000	50,000	50,000
700688 Peel Hockey Water Tanks	-	50,000	-	50,000	-	-	0	0
750825 NEW - Town Beach SLS Storage	-	30,000	(5,915)	24,085	-	30,000	30,000	5,915
750830 Canopus Display Shed	-	-	-	0	-	50,000	50,000	0
750832 SES - Training Roof Facility and Screen	-	26,123	(26,123)	0	-	50,000	50,000	26,123
Transport								
880017 BRG Fathom Turn Footbridge Maintenance	-	-	-	0	167,000	(167,000)	0	0
501291 Pinjarra Road	-	1,338,127	(1,338,127)	0	1,200,000	243,120	1,443,120	1,338,127
501331 RDS - Renew - Clarice St	-	550,000	(550,000)	0	1,000,000	(450,000)	550,000	550,000
501304 RDS - Upgrade - Tims Thicket Road	-	640,000	(640,000)	0	800,000	68,814	868,814	640,000
501192 Falcon Coastal Shared Path	-	10,000	(10,000)	0	298,500	(85,974)	212,526	10,000
501339 RDS - Resurface - Karinga & Surrounds	-	-	-	0	200,000	(200,000)	0	0
501308 TMP - BS - Tuckey Street	-	164,170	(164,170)	0	410,426	-	410,426	164,170
501267 Wanjeep Street Blackspot	-	-	-	0	409,667	(409,667)	0	0
501313 TMP - BS Pinjarra-Anstruther Rd Intersct	-	228,633	(56,641)	171,992	381,055	190,527	571,582	56,641
501309 RDS - Renew - Tims Thicket Road	-	320,000	(320,000)	0	400,000	(68,814)	331,186	320,000
501336 RDS - Resurface - St Annes & Surrounds	-	285,707	(285,707)	0	400,000	(114,293)	285,707	285,707
501334 RDS - Resurface - Kookaburra & Surrounds	-	420,000	(420,000)	0	279,615	140,385	420,000	420,000
501329 RDS - Resurface - Canterbury & Surrounds	-	-	-	0	400,000	(400,000)	0	0
501346 Preservation - Coolibah Ave	-	467,365	(467,365)	0	-	584,206	584,206	467,365
501265 Lynda Street and Baroy Street Blackspot	100,924	-	(34,449)	66,475	256,367	(101,476)	154,891	34,449
501306 RDS - Resurface - Elmore Way	-	200,000	(200,000)	0	200,000	-	200,000	200,000
501311 TMP - LATM - Oakmont Avenue	-	76,766	(76,766)	0	181,217	(48,379)	132,838	76,766
501264 Lakes Road - Murdoch Drive Blackspot	-	-	-	0	98,666	(98,666)	0	0
501330 CPK - City Centre Parking Plan Delivery	-	-	-	0	50,000	(33,000)	17,000	0
501318 TMP - LATM - Glencoe Parade	-	26,706	(15,266)	11,440	66,766	(50,979)	15,787	15,266
501343 SLF - 25-26 Street Furniture New	-	-	-	0	20,000	-	20,000	0
501193 23-24 TM Clarice St	68,659	(60,627)	(8,032)	0	-	8,032	8,032	8,032
501129 Trails Project	195,452	-	(26,457)	168,995	-	76,159	76,159	26,457
501194 TM Mandurah Tce/Adonis Rd	21,535	-	(878)	20,657	-	-	0	878
700516 Yalgorup National Park	1,046,527	-	(34,207)	1,012,320	850,000	(815,702)	34,298	34,207
911020 C&M - 25-26 Birchley Rd Boat Ramp Upgr	-	-	-	0	678,750	(678,750)	0	0
Expanding the Changing Places Network	-	100,000	-	100,000	-	-	0	0
501113 SP Halls Head PSP	-	1,000	(1,000)	0	-	-	0	0
501213 23-24 RS Charon Rd	1,906	-	-	1,906	-	-	0	0
501196 23-24 TM Wanjeep St	2,265	(2,265)	-	(0)	-	-	0	0
501277 Hennessey Place	-	-	-	0	-	-	0	142,425
501226 Rakoa Street Road Resurface	-	-	-	0	-	-	0	30,517
501284 Soldiers Cove Terrace Resurface	-	-	-	0	-	-	0	54,734
501227 Rouse Rd Road Resurface	-	-	-	0	-	-	0	60,652
501235 RC Peel Street Stage 4	-	-	-	0	-	20,573	20,573	20,573
	1,437,267	8,434,173	(6,365,215)	3,506,225	12,052,916	(2,558,578)	9,494,337	6,768,715
Non-Operating Contributions								
Recreation and culture								
700639 Peel Hockey Association Surface Renewal	-	-	-	0	-	-	-	50,000
Transport								
Other property and services								
750828 BLD - Admin Building FIP Replacement	-	-	-	0	-	25,851	25,851	0
770007 Trailers	-	-	-	0	-	-	-	8,566
820185 All Terrain Wheelchair	-	-	-	0	-	5,040	5,040	5,040
	0	0	0	0	0	30,891	30,891	63,606
Total Non-operating grants, subsidies and contributions	1,437,267	8,434,173	(6,365,215)	3,506,225	12,052,916	(2,527,687)	9,525,228	6,832,321

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 JUNE 2026

NOTE 11
PROPOSED BUDGET VARIATIONS FOR COUNCIL APPROVAL

The following are for consideration for Council to approve as budget variations

GL Code	Description	Council Resolution	Classification	Non Cash Adjustment	Increase in Available Cash	Decrease in Available Cash	Amended Budget Running Balance
				\$	\$	\$	\$
				0	0	0	0

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NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY FOR THE PERIOD ENDED 30 JUNE 2026

Amendments to original budget since budget adoption. Surplus/(Deficit)

A positive number in the amended budget running balance represents an estimated closing surplus.

A negative number in the amended budget running balance represents an estimated closing deficit

NOTE 12 BUDGET AMENDMENTS APPROVED

GL Code	Description	Council Resolution	Classification	Non Cash Adjustment	Increase in Available Cash	Decrease in Available Cash	Amended Budget Running Balance
				\$	\$	\$	\$
							(504,792)
	2024/25 Capital Carryover - Capital adjustment	June OCM G. 11/06/25	Capital Expenses			(4,989,906)	(5,494,698)
	2024/25 Capital Carryover - Loan adjustment	June OCM G. 11/06/25	Other: Unutilised Loans		144,577		(5,350,121)
	2024/25 Capital Carryover - Reserve adjustment	June OCM G. 11/06/25	Other: Transfer Out of Reserve		3,034,995		(2,315,126)
	2024/25 Capital Carryover - Proceeds adjustment	June OCM G. 11/06/25	Capital Revenue		35,481		(2,279,645)
	2024/25 Capital Carryover - Grants and contributions adjustments	June OCM G. 11/06/25	Capital Revenue		1,774,853		(504,792)
	2024/25 Capital Carryover - Grants and contributions adjustments	June OCM G. 11/06/25	Other: Transfer Out of Reserve		225,117		(279,675)
	2024/25 Capital Carryover - Contract Liability	June OCM G. 11/06/25	Non Cash Item	(225,117)			(504,792)
	Operating Carryovers - Reduction in Contracts and Materials	June OCM G. 11/06/25	Operating Expenses			(1,882,385)	(2,387,177)
	Operating Carryovers - Unspent Grant Reserve	June OCM G. 11/06/25	Other: Transfer Out of Reserve		156,680		(2,230,497)
	Operating Carryovers - Restricted Cash Reserve	June OCM G. 11/06/25	Other: Transfer Out of Reserve		1,725,705		(504,792)
	Operating Carryovers - Increase in Operating Revenue	June OCM G. 11/06/25	Operating Revenue		152,135		(352,657)
	Operating Carryovers - Contract Liability	June OCM G. 11/06/25	Non Cash Item	(152,135)			(504,792)
	2024/25 Mid-Year Budget Review Budget Reinstatement - Capital adjustment	June OCM G. 11/06/25	Capital Expenses			(3,692,843)	(4,197,635)
	2024/25 Mid-Year Budget Review Budget Reinstatement - Loan adjustment	June OCM G. 11/06/25	Other: Unutilised Loans		65,848		(4,131,787)
	2024/25 Mid-Year Budget Review Budget Reinstatement - Proceeds adjustment	June OCM G. 11/06/25	Capital Revenue		318,007		(3,813,780)
	2024/25 Mid-Year Budget Review Budget Reinstatement - Grants and contributions adjustment	June OCM G. 11/06/25	Capital Revenue		486,647		(3,327,133)
	2024/25 Mid-Year Budget Review Budget Reinstatement - Reserve adjustment	June OCM G. 11/06/25	Other: Transfer Out of Reserve		2,822,341		(504,792)
	2024/25 Mid-Year Budget Review Budget Reinstatement - Unspent Grants Reserve adjustment	June OCM G. 11/06/25	Other: Transfer Out of Reserve		140,719		(364,073)
	2024/25 Mid-Year Budget Review Budget Reinstatement - Contract Liability	June OCM G. 11/06/25	Non Cash Item	(140,719)			(504,792)
700685-6600-1001-61129	Rushton North Lighting	June OCM G. 11/06/25	Capital Expenses			(338,022)	(842,814)
700685-6600-1263-41403	Rushton North Lighting - State Election Promise Grant	June OCM G. 11/06/25	Capital Revenue		100,000		(742,814)
700685-6600-1263-41403	Rushton North Lighting - Club Night Lights Program Grant	June OCM G. 11/06/25	Capital Revenue		112,674		(630,140)
930044-6600-1001-61129	CSRFF Small Grant Program	June OCM G. 11/06/25	Capital Expenses		100,000		(530,140)
930048-6500-1001-61129	LTRFF Program - CSRFF	June OCM G. 11/06/25	Capital Expenses		25,348		(504,792)
100010-4390-1267-61001	Administration - Health Promotion - Grant Expenditure	Aug OCM G. 17/08/25	Operating Expenses			(17,500)	(522,292)
100010-4390-1263-41400	Suicide Prevention Grant - WA Mental Health Commission	Aug OCM G. 17/08/25	Operating Revenue		17,500		(504,792)
100170-4200-1263-61129	CASM Artist in Residency and Mentorship Program	Aug OCM G. 17/08/25	Operating Expenses			(42,000)	(546,792)
100170-4200-1263-41400	CASM Artist in Residency and Mentorship Program Grant - LGSCI	Aug OCM G. 17/08/25	Operating Revenue		42,000		(504,792)
100010-4120-1169-61001	Administration - Strategic Planning - Corporate Projects	Aug OCM G. 17/08/25	Operating Expenses			(50,000)	(554,792)
100010-4120-1263-41400	Administration - Strategic Planning - Operating Grants - PDC	Aug OCM G. 17/08/25	Operating Revenue		50,000		(504,792)
100010-1110-1001-61129	Administration - Economic Development - CoM Project Management Projects	Aug OCM G. 17/08/25	Operating Expenses			(200,000)	(704,792)
750695-6100-1001-61129	Waste Management Centre Upgrade Fire Fighting Infrastructure	Aug OCM G. 17/08/25	Capital Expenses			(150,000)	(854,792)
	Waste Facilities Reserve	Aug OCM G. 17/08/25	Other: Transfer Out of Reserve		150,000		(704,792)
750828-6100-1001-61129	BLD - Admin Building FIP Replacement	Aug OCM G. 17/08/25	Capital Expenses			(25,851)	(730,643)
750828-6100-1305-41452	Insurance Claim Proceeds - Contributions - Non-Operating	Aug OCM G. 17/08/25	Capital Revenue		25,851		(704,792)
930045-6600-1001-61129	Major Public Artworks	Aug OCM G. 17/08/25	Capital Expenses			(125,000)	(829,792)
	Public Art Reserve	Aug OCM G. 17/08/25	Other: Transfer Out of Reserve		125,000		(704,792)
124012-5850-2150-61129	Mandurah Estuary Bridge Duplication - Fishing Platform project	Aug OCM G. 17/08/25	Operating Expenses			(160,000)	(864,792)
	Restricted Cash Reserve	Aug OCM G. 17/08/25	Other: Transfer Out of Reserve		160,000		(704,792)
100010-5410-1738-41130	Administration - Design and Development - Works in City Managed Reserves Permit - Fees and Charges	Aug OCM G. 19/08/25	Operating Revenue		300,000		(404,792)
100004-5410-1001-60001	Payroll Services - Design and Development - Salaries and Wages	Aug OCM G. 19/08/25	Operating Expenses			(300,000)	(704,792)
	2024-25 Operating Carryover Adjustment - Increase in Materials/Contracts	Sept OCM G. 3/10/25	Operating Expenses			(385,484)	(1,090,276)
	2024-25 Operating Carryovers - Restricted Cash Reserve	Sept OCM G. 3/10/25	Other: Transfer Out of Reserve		316,303		(773,973)
	2024-25 Operating Carryovers - Unspent Grant Reserve	Sept OCM G. 3/10/25	Other: Transfer Out of Reserve		21,056		(752,917)
	2024-25 Operating Carryover Adjustment - Increase in Grants/Contributions	Sept OCM G. 3/10/25	Operating Revenue		212,243		(540,674)
	2024-25 Operating Carryover Adjustment - Non Cash Grant Movements	Sept OCM G. 3/10/25	Non Cash Item	(164,118)			(704,792)

Ordinary Council Meeting Agenda - 25 August 2026

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY FOR THE PERIOD ENDED 30 JUNE 2026

Amendments to original budget since budget adoption. Surplus/(Deficit)
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NOTE 12 BUDGET AMENDMENTS APPROVED

GL Code	Description	Council Resolution	Classification	Non Cash Adjustment	Increase in Available Cash	Decrease in Available Cash	Amended Budget Running Balance
	Capital Carryover - Capital adjustment	Sept OCM G. 3/10/25	Capital Expenses			(2,631,032)	(3,335,824)
	Capital Carryover - Loan adjustment	Sept OCM G. 3/10/25	Other: Unutilised Loans		54,548		(3,281,276)
	Capital Carryover - Net Reserve adjustment	Sept OCM G. 3/10/25	Other: Transfer Out of Reserve		1,882,642		(1,398,634)
	Capital Carryover - Proceeds adjustment	Sept OCM G. 3/10/25	Other: Proceeds From Sale of Assets		24,008		(1,374,626)
	Capital Carryover - Grants adjustments	Sept OCM G. 3/10/25	Capital Revenue		669,834		(704,792)
	Capital Carryover - Unspent Grant Reserve adjustment	Sept OCM G. 3/10/25	Other: Transfer Out of Reserve		1,067,260		362,468
	Capital Carryovers - Contract Liability	Sept OCM G. 3/10/25		(1,067,260)			(704,792)
700686-6600-1001-61001	Meadow Springs Cricket Nets	Sept OCM G. 3/10/25	Capital Expenses			(50,000)	(754,792)
700686-6600-1001-41403	Meadow Springs Cricket Nets - State Election Grant Funding	Sept OCM G. 3/10/25	Capital Revenue		50,000		(704,792)
101012-4505-1263-41400	International Day for People with Disability	Oct OCM G. 8/11/25	Operating Revenue		1,000		(703,792)
101012-4505-1263-61001	International Day for People with Disability	Oct OCM G. 8/11/25	Operating Expenses			(1,000)	(704,792)
700687-6600-1001-41403	Lakelands Dugouts - State Election Grant Funding	Oct OCM G. 8/11/25	Capital Revenue		82,000		(622,792)
700687-6600-1001-61001	Lakelands Dugouts	Oct OCM G. 8/11/25	Capital Expenses			(82,000)	(704,792)
700633-6600-1001-61129	MARC Shadesails	Oct OCM G. 8/11/25	Capital Expenses			(20,000)	(724,792)
750792-6100-1001-61129	MARC Café/Squash Thoroughfare	Oct OCM G. 8/11/25	Capital Expenses		20,000		(704,792)
	Waste	Oct OCM G. 8/11/25	Other: Transfer Out of Reserve		20,000		(684,792)
750783-6100-1001-61129	Waste - Safety Improvement Projects	Oct OCM G. 8/11/25	Capital Expenses			(20,000)	(704,792)
131007-5410-1263-61129	Waltham Street Design and Development	Oct OCM G. 8/11/25	Operating Expenses			(149,899)	(854,691)
	2024-25 Operating Carryovers - Restricted Cash Reserve	Oct OCM G. 8/11/25	Other: Transfer Out of Reserve		149,899		(704,792)
163046-4000-1263-41400	Canopus Restoration Project	Oct OCM G. 8/11/25	Operating Revenue		50,000		(654,792)
163046-4000-1263-61001	Canopus Restoration Project	Oct OCM G. 8/11/25	Operating Expenses			(50,000)	(704,792)
100010-1000-1169-61001	Administration Chief Executive Corporate Project	Oct OCM G. 8/11/25	Operating Expenses		55,850		(648,942)
911021-6400-1001-61001	In-water floating pontoon	Oct OCM G. 8/11/25	Capital Expenses			(55,850)	(704,792)
700662-6600-1001-61129	PRK 25-26 Merlin Reserve Renewal	Nov OCM G. 6/12/25	Capital Expenses		200,000		(504,792)
700662-6600-1263-41403	PRK 25-26 Merlin Reserve Renewal - State Election Commitment Grant	Nov OCM G. 6/12/25	Capital Revenue			(200,000)	(704,792)
501264-6250-1001-XXXX	Lakes Road - Murdoch Drive	Nov OCM G. 6/12/25	Capital Expenses		125,457		(579,335)
XXXXXX-XXXX-XXXX-60206	Lakes Road - Murdoch Drive design and management OH	Nov OCM G. 6/12/25	Capital Expenses			(5,590)	(584,925)
501264-6250-1263-41403	Lakes Road - Murdoch Drive Blackspot Grant	Nov OCM G. 6/12/25	Capital Revenue			(98,666)	(683,591)
	Asset Management Reserve	Nov OCM G. 6/12/25	Other: Transfer Into Reserve			(21,201)	(704,792)
501194-6250-1001-61001	23-24 TM Mandurah Tce/Adonis Rd	Nov OCM G. 6/12/25	Capital Expenses		110,853		(593,939)
	Asset Management Reserve	Nov OCM G. 6/12/25	Other: Transfer Out of Reserve			(31,917)	(625,856)
501194-6250-1263-41403	23-24 TM Mandurah Tce/Adonis Rd Grant	Nov OCM G. 6/12/25	Capital Revenue			(78,936)	(704,792)
501267-6250-1001-61001	Wanjeep Street Blackspot	Nov OCM G. 6/12/25	Capital Expenses		614,883		(89,909)
XXXXXX-XXXX-XXXX-60206	Wanjeep Street Blackspot design & management OH	Nov OCM G. 6/12/25	Capital Expenses			(26,338)	(116,247)
	Asset Management Reserve	Nov OCM G. 6/12/25	Other: Transfer Out of Reserve			(178,878)	(295,125)
501267-6250-1263-41403	Wanjeep Street Blackspot Grant	Nov OCM G. 6/12/25	Capital Revenue			(409,667)	(704,792)
501235-6250-1001-61129	RC Peel Street Stage 4	Nov OCM G. 6/12/25	Capital Expenses		700,284		(4,508)
501235-6250-1263-41403	RC Peel Street Stage 4 Regional Road Group Grant	Nov OCM G. 6/12/25	Capital Revenue			(164,150)	(168,658)
	Asset Management Reserve	Nov OCM G. 6/12/25	Other: Transfer Into Reserve			(536,134)	(704,792)
501291-6250-1001-6XXXX	Pinjarra Rd	Nov OCM G. 6/12/25	Capital Expenses			(708,989)	(1,413,781)
501291-6250-1263-41403	Pinjarra Rd - Regional Road Group Grant	Nov OCM G. 6/12/25	Capital Revenue		472,659		(941,122)
	Asset Management Reserve	Nov OCM G. 6/12/25	Other: Transfer Out of Reserve		236,330		(704,792)
New-6250-1001-61129	Preservation - Coolibah Ave	Nov OCM G. 6/12/25	Capital Expenses			(532,000)	(1,236,792)
New-6250-1263-41403	Coolibah Ave - Regional Road Group Grant	Nov OCM G. 6/12/25	Capital Revenue		354,667		(882,125)
	Asset Management Reserve	Nov OCM G. 6/12/25	Other: Transfer Out of Reserve		177,333		(704,792)
501337-6250-1001-6XXXX	RDS - Resurface - Cuvier Place	Nov OCM G. 6/12/25	Capital Expenses		107,340		(597,451)

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NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY FOR THE PERIOD ENDED 30 JUNE 2026

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NOTE 12 BUDGET AMENDMENTS APPROVED

GL Code	Description	Council Resolution	Classification	Non Cash Adjustment	Increase in Available Cash	Decrease in Available Cash	Amended Budget Running Balance
New-6250-1001-6XXXX	RDS - Resurface - Cyprus Gardens	Nov OCM G. 6/12/25	Capital Expenses			(107,340)	(704,792)
750789-6100-1001-61129	Falcon Men's Shed	Nov OCM G. 6/12/25	Capital Expenses		641,750		(63,042)
750789-6100-1263-41403	Falcon Men's Shed Grant	Nov OCM G. 6/12/25	Capital Revenue			(446,750)	(509,792)
	Asset Management Reserve	Nov OCM G. 6/12/25	Other: Transfer Into Reserve			(195,000)	(704,792)
911020-6400-1001-61129	Birchley Rd Boat Ramp Upgrade	Nov OCM G. 6/12/25	Capital Expenses		875,000		170,208
911020-6400-1263-41403	Birchley Rd Boat Ramp Upgrade - Grant	Nov OCM G. 6/12/25	Capital Revenue			(678,750)	(508,542)
	Asset Management Reserve	Nov OCM G. 6/12/25	Other: Transfer Out of Reserve			(196,250)	(704,792)
501192-6250-1001-61129	New - Falcon Coastal Shared Path	Nov OCM G. 6/12/25	Capital Expenses		300,000		(404,792)
	Asset Management Reserve	Nov OCM G. 6/12/25	Other: Transfer Out of Reserve			(94,392)	(499,184)
	Asset Management Reserve	Nov OCM G. 6/12/25	Other: Transfer Into Reserve			(205,608)	(704,792)
750736-6100-1001-61129	Operations Centre Redevelopment	Nov OCM G. 6/12/25	Capital Expenses		428,717		(276,075)
	Asset Management Reserve	Nov OCM G. 6/12/25	Other: Transfer Out of Reserve			(200,000)	(476,075)
	Asset Management Reserve	Nov OCM G. 6/12/25	Other: Transfer Into Reserve			(228,717)	(704,792)
880017-6150-1001-61129	BRG Fathom Turn Footbridge Maintenance	Nov OCM G. 6/12/25	Capital Expenses		250,000		(454,792)
880017-6150-1263-41403	BRG Fathom Turn Footbridge Maintenance	Nov OCM G. 6/12/25	Capital Revenue			(167,000)	(621,792)
	Asset Management Reserve	Nov OCM G. 6/12/25	Other: Transfer Into Reserve			(83,000)	(704,792)
911018-6400-1001-61129	C&M - 25-26 Memorial Park Seawall	Nov OCM G. 6/12/25	Capital Expenses		220,000		(484,792)
	Asset Management Reserve	Nov OCM G. 6/12/25	Other: Transfer Out of Reserve			(220,000)	(704,792)
911016-6400-1001-61129	C&M - 25-26 Waterside Foreshore seawall	Nov OCM G. 6/12/25	Capital Expenses		285,000		(419,792)
	Asset Management Reserve	Nov OCM G. 6/12/25	Other: Transfer Out of Reserve			(285,000)	(704,792)
501294-6250-1001-61129	Decorative Street Lighting Renewal	Nov OCM G. 6/12/25	Capital Expenses		380,000		(324,792)
	Asset Management Reserve	Nov OCM G. 6/12/25	Other: Transfer Out of Reserve			(380,000)	(704,792)
700516-6600-1001-61129	Yalgorup National Park	Nov OCM G. 6/12/25	Capital Expenses		810,223		105,431
700516-6600-1263-41403	Yalgorup National Park - DPIRD Grant	Nov OCM G. 6/12/25	Capital Revenue			(810,223)	(704,792)
	Unspent Grant Reserve	Nov OCM G. 6/12/25	Other: Transfer Out of Reserve			(810,223)	(1,515,015)
	Capital Revenue Adjustment - Contract Liability	Nov OCM G. 6/12/25	Non Cash Item	810,223			(704,792)
New-6100-1001-61129	Falcon Library Compressor Unit Replacement	Nov OCM G. 6/12/25	Capital Expenses			(250,000)	(954,792)
	Asset Management Reserve	Nov OCM G. 6/12/25	Other: Transfer Out of Reserve		250,000		(704,792)
New-6100-1001-61129	Canopus Display Shed	Nov OCM G. 6/12/25	Capital Expenses			(50,000)	(754,792)
163046-4000-1263-61001	Place & Community Projects- Operating Expenditure	Nov OCM G. 6/12/25	Operating Expenses		50,000		(704,792)
New-6100-1001-61129	Canopus Display Shed	Nov OCM G. 6/12/25	Capital Revenue		50,000		(654,792)
163046-4000-1263-41400	Canopus Display Shed operating	Nov OCM G. 6/12/25	Operating Revenue			(50,000)	(704,792)
New	CCTV - Storage Server Upgrade	Nov OCM G. 6/12/25	Capital Expenses			(70,000)	(774,792)
100004-3310-1650-60053	Organisational Training and Development	Nov OCM G. 6/12/25	Operating Expenses		70,000		(704,792)
100145-3400-1733-61129	2025 Christmas In Mandurah	Feb OCM 26/23	Operating Expenses			(141,259)	(846,051)
100145-3400-1263-41400	2025 Christmas In Mandurah - Grant Revenue	Feb OCM 26/23	Operating Revenue		130,000		(716,051)
100145-3400-1263-41130	2025 Christmas in Mandurah - Fees and charges	Feb OCM 26/23	Operating Revenue		11,259		(704,792)
750833-6100-1001-61129	Port Bouv Rec Club Tank Upgr	Feb OCM 26/23	Capital Expenses			(25,000)	(729,792)
	Asset Management Reserve	Feb OCM 26/23	Other: Transfer Out of Reserve		25,000		(704,792)
750835-6100-1001-61129	BLD - Mandurah Ocean Marina Chalet Renewal	Feb OCM 26/23	Capital Expenses			(162,500)	(867,292)
100010-5820-1263-41130	Administration Chalets General Operati Revenue FeesandCharges	Feb OCM 26/23	Operating Revenue		162,500		(704,792)
750802-6100-1001-61129	BLD - MARC Indoor Pirate Playground	Feb OCM 26/23	Capital Expenses			(15,000)	(719,792)
750805-6100-1001-61129	BLD - MARC Indoor Door & Reception Imp	Feb OCM 26/23	Capital Expenses		15,000		(704,792)
XXXXXX-6600-1001-61129	Peel Hockey Water Tanks	Feb OCM 26/23	Capital Expenses			(50,000)	(754,792)
XXXXXX-6600-1263-41403	Peel Hockey Water Tanks Grant Revenue - State Election Commitment	Feb OCM 26/23	Capital Revenue		50,000		(704,792)
	BR2026 Adjustments Surplus/(Deficit)	Feb OCM 26/24	Opening Surplus/(Deficit)		293,701		(411,091)
	BR2026 Adjustments Revenue from Operating Activities	Feb OCM 26/24	Operating Revenue		1,942,842		1,531,751
	BR2026 Adjustments Non-cash amounts excluded from operating activities	Feb OCM 26/24	Non Cash Item			(8,228)	1,523,524
	BR2026 Adjustments Expenditure from Operating Activities	Feb OCM 26/24	Operating Expenses			(53,641)	1,469,882

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GL Code	Description	Council Resolution	Classification	Non Cash Adjustment	Increase in Available Cash	Decrease in Available Cash	Amended Budget Running Balance
	BR2026 Adjustments Investing Activities	Feb OCM 26/24	Capital Expenses		5,089,583		6,559,465
	BR2026 Adjustments Financing Activities	Feb OCM 26/24	Other: Financing Activities			(3,003,784)	3,555,681
	BR2026 Adjustments Transfer to Reserve	Feb OCM 26/24	Other: Transfer Into Reserve			(4,914,631)	(1,358,950)
	BR2026 Adjustments Transfer from Reserve	Feb OCM 26/24	Other: Transfer Out of Reserve		1,358,950		(0)
700687-6600-1001-61001	Lakelands Park Dugout Project	Mar OCM 25/25	Capital Expenses		82,000		82,000
	Asset Management Reserve	Mar OCM 25/25	Other: Transfer Into Reserve			(82,000)	(0)
750855-6100-1001-61129	Mustangs Storage - Lakelands Park	Mar OCM 25/25	Capital Expenses			(25,000)	(25,000)
501309-6250-1001-xxxx	Renew – Tims Thicket Road	Mar OCM 25/25	Capital Expenses		103,221		103,221
501304-6250-1001-xxxx	Upgrade – Tims Thicket Road	Mar OCM 25/25	Capital Expenses			(103,221)	(0)
501291-6250-1001-xxxx	Pinjarra Road	Mar OCM 25/25	Capital Expenses		344,309		344,309
501346-6250-1001-xxxx	Preservation RRG – Coolibah Avenue	Mar OCM 25/25	Capital Expenses			(344,309)	(0)
501193-6250-1001-xxxx	Clarice Street Traffic Management	Mar OCM 25/25	Capital Expenses		143,569		143,569
501193-6250-1263-41403	Black Spot Program grant revenue	Mar OCM 25/25	Capital Revenue			(95,713)	47,856
	Asset Management Reserve	Mar OCM 25/25	Other: Transfer Out of Reserve			(47,856)	(0)
501265-6250-1001-xxxx	Lynda Street and Baroy Street Intersection	Mar OCM 25/25	Capital Expenses			(419,159)	(419,159)
501265-6250-1263-41403	Black Spot Program grant revenue	Mar OCM 25/25	Capital Revenue		288,558		(130,601)
	Asset Management Reserve	Mar OCM 25/25	Other: Transfer Out of Reserve		47,856		(82,745)
501329-6250-1001-xxxx	Canterbury & Surrounds	Mar OCM 25/25	Capital Expenses		82,745		(0)
	Waste Management Reserve	May OCM 26/41	Other: Transfer Out of Reserve		44,001		44,001
131502-5900-1542-61129	10 Casilda Street Falcon	May OCM 26/41	Operating Expenses			(44,001)	(0)
750689-6100-1001-61129	Works and services refurbishment	May OCM 26/41	Capital Expenses		350,000		350,000
	Asset Management Reserve	May OCM 26/41	Other: Transfer Out Reserve			(350,000)	(0)
750799-6100-1001-61129	Meadow Springs Sport Facility External Painting	May OCM 26/41	Capital Expenses			(50,000)	(50,000)
750829-6100-1001-61129	Falcon Library Compressor Unit Replacement	May OCM 26/41	Capital Expenses			(80,000)	(130,000)
911007-6400-1001-61129	Donnelly Gardens Seawall Repair	May OCM 26/41	Capital Expenses			(159,000)	(289,000)
750798-6100-1001-61129	Port Bouvard Surf Life Saving Club HVAC Design	May OCM 26/41	Capital Expenses			(27,000)	(316,000)
	25-26 Street Furniture Renewal	May OCM 26/41	Capital Expenses			(34,000)	(350,000)
	Asset Management Reserve	May OCM 26/41	Other: Transfer Into Reserve		350,000		(0)
501292-6250-1001-61129	New Street Furniture and Minor Works	May OCM 26/41	Capital Expenses		35,000		35,000
501324-6250-1001-61129	Old Coast Road Path Renewal	May OCM 26/41	Capital Expenses			(35,000)	(0)
501325-6250-1001-61129	Lively Place Path Realignment	May OCM 26/41	Capital Expenses		18,000		18,000
501175-6250-1001-61129	Traffic Mngement Minor Works Program	May OCM 26/41	Capital Expenses		41,000		59,000
501326-6250-1001-61129	Old Coast Road Bypass Path Renewal Project	May OCM 26/41	Capital Expenses		91,000		150,000
501293-6250-1001-61129	PTH 24-25 Shared Path Renewal Program	May OCM 26/41	Capital Expenses			(150,000)	(0)
770001-6300-1001-61001	Light Passenger Vehicles	May OCM 26/41	Capital Expenses		105,000		105,000
770002-6300-1001-61001	Light Commercial Vehicles	May OCM 26/41	Capital Expenses		435,000		540,000
770007-6300-1001-61001	Trailers	May OCM 26/41	Capital Expenses		11,380		551,380
100002-5330-1458-41008	Light Passenger Vehicles - Proceeds	May OCM 26/41	Capital Revenue			(52,489)	498,891
100002-5330-1458-41008	Light Commercial Vehicles - Proceeds	May OCM 26/41	Capital Revenue			(230,862)	268,029
	Plant Reserve	May OCM 26/41	Other: Transfer Into Reserve			(268,029)	(0)
	Asset Management Reserve	May OCM 26/41	Other: Transfer Out Reserve		82,000		82,000
700687-6600-1001-41403	Lakelands Dugout - Grant Revenue	May OCM 26/41	Capital Revenue			(82,000)	(0)
700671-6600-1001-60205	Design & Management OH	May OCM 26/41	Capital Expenses		55,575		55,575
100010-XXXX-1310-60206	Design & Management OH Recovery	May OCM 26/41	Capital Expenses			(55,575)	(0)
911014-6400-1001-61129	C&M - Town Beach Seawall Renewal - Capital Grant Revenue	Jun OCM 26/63	Capital Revenue		220,000		220,000
911014-6400-1001-61129	C&M - Town Beach Seawall Renewal - Capital Expenditure	Jun OCM 26/63	Capital Expenses			(220,000)	(0)
700695-6600-1001-61129	Mississippi Amazon Park Upgrade - Capital Expenditure	Jun OCM 26/63	Capital Expenses		11,334		11,334

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700666-6600-1001-61129	2025/26 Parks Furniture Renewal Capital Project	Jun OCM 26/63	Capital Expenses			(11,334)	(0)
501319-6250-1001-61129	Westview Parade	Jun OCM 26/63	Capital Expenses			(78,000)	(78,000)
770012-6300-1001-61001	New - Vehicle and Small Plant Program	Jun OCM 26/63	Capital Expenses		78,000		(0)
950833-6100-1263-61129	Rushton Park AirCon Replacement	Jun OCM 26/63	Capital Expenses			(78,840)	(78,840)
770012-6300-1001-61001	New - Vehicle and Small Plant Program	Jun OCM 26/63	Capital Expenses		78,840		(0)
	Capital Carryover - Capital adjustment	Jun OCM 26/63	Capital Expenses		7,492,577		7,492,577
	Capital Carryover - Transfer to Asset Management Reserve	Jun OCM 26/63	Other: Transfer Out Reserve			(2,432,800)	5,059,777
	Capital Carryover - Transfer to Asset Management Reserve	Jun OCM 26/63	Other: Transfer Into Reserve			(2,634,935)	2,424,842
	Capital Carryover - Transfer to Sustainability Reserve	Jun OCM 26/63	Other: Transfer Out Reserve			(56,400)	2,368,442
	Capital Carryover - Grants and contributions adjustments	Jun OCM 26/63	Capital Revenue			(2,368,442)	(0)
	Capital Carryover - Grants and contributions adjustments	Jun OCM 26/63	Other: Transfer into Reserve			(1,430,332)	(1,430,332)
	Capital Carryover - Contract Liability	Jun OCM 26/63	Non Cash Item	1,430,332			(0)
	Operating Carryovers - Reduction in Contracts and Materials	Jun OCM 26/63	Operating Expenses		1,851,898		1,851,897
	Operating Carryovers - Unspent Grant Reserve	Jun OCM 26/63	Other: Transfer into Reserve			(31,777)	1,820,120
	Operating Carryovers - Restricted Cash Reserve	Jun OCM 26/63	Other: Transfer into Reserve			(1,797,071)	23,049
	Operating Carryovers - Reduction in Operating Revenue	Jun OCM 26/63	Operating Revenue			(166,105)	(143,056)
	Operating Carryovers - Contract Liability	Jun OCM 26/63	Non Cash Item	143,055			(1)
				634,261	46,225,313	(46,354,783)	(0)

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 JUNE 2026**

**NOTE 13
EXPLANATION OF MATERIAL VARIANCES**

The material variance thresholds are adopted annually by Council as an indicator of whether the actual expenditure or revenue varies from the year to date Actual materially.

The material variance adopted by Council for the 2025-26 year is 10.00%

Reporting Program	Var. \$	Var. %	Timing/ Permanent	Explanation of Variance
	\$	%		
Revenue from operating activities				
Operating grants, subsidies and contributions	2,117,382	25.63%	▲ Permanent	Variance primarily due to Financial Assistance Grants prepayment for 2027 received on 23rd June 2026.
Other revenue	218,760	300.78%	▲ Permanent	Variance primarily due to containers deposit scheme & Fuel Tax Credit rebate received.
Profit on disposal of assets	4,026,634	100.00%	▲ Permanent	Favourable non-cash variance due to asset disposals. At budget it was projected disposal proceeds would equal book value. Actual disposals have been more favourable for some fleet assets. Refer to note 4 for the asset disposals.
Expenditure from operating activities				
Insurance expenses	252,447	15.63%	▲ Permanent	Variance mainly due to timing of insurance claims.
Other expenditure	102,415	65.96%	▲ Permanent	Variance relates to accounting adjustment made throughout the year.
Loss on disposal of assets	(66,397)	100.00%	▼ Permanent	Non-cash variance due to assets sales. At budget it was projected disposal proceeds would equal book value. Actual disposals have been less favourable for some fleet assets. Refer to note 4 for details of assets disposals.
Investing Activities				
Non-operating Grants, Subsidies and Contributions	(2,692,907)	(28.27%)	▼ Permanent	Capital grants are recognised in line with capital expenditure.
Proceeds from Disposal of Assets	(2,351,895)	(23.75%)	▼ Permanent	At budget it was projected disposal proceeds would equal book value. Actual timing of disposals will vary throughout the year. Refer to note 4 for further details.
Capital Acquisitions	6,055,381	17.91%	▲ Permanent	Variance due to timing of capital projects. Final expenditure yet to be accrued. Will be accounted for as part of year end financial processes. Refer to note 6 for further details.
Financing Activities				
Unspent Loans	(554,758)	100.00%	▼ Timing	Will be accounted for as part of year end financial process.
Payment of lease liability	84,450	35.31%	▲ Permanent	Varying repayment terms on lease agreements and new take up of IT leases occurring within the year
Transfer from reserves	(17,995,147)	(100.00%)	▼ Timing	Will be accounted for as part of year end financial process.
Transfer to reserves	9,897,902	44.57%	▲ Timing	Will be accounted for as part of year end financial process.

Subject: 19.2 Monthly Financial Report - July 2026

Summary

The Financial Report for July 2026 together with associated commentaries, notes on investments, balance sheet information, schedule of accounts and the tenders awarded under the delegation by the Chief Executive Officer are presented for Elected Members' consideration.

Disclosure of Interest

Nil

Previous Relevant Documentation

- 23/06/2026 Budget Adoption 2026/2027

Background

Nil

Comment

The Financial Report for July 2026 shows an actual surplus for this period of \$124.6 million.

In the month of July, the City issues invoices for Rates and Refuse, leading to a substantial surplus at the beginning of the financial year. However, as the year progresses, this surplus gradually diminishes due to the City's budgetary expenditures. The Financial Report for July 2026 shows that as of July 2026, \$11.9 million (10.5%) of the rates have been received.

A summary of the financial position for July 2026 is detailed in the table below:

	Current Budget	YTD Budget (a)	YTD Actual (b)	Var. (b)-(a)	Var.% (b)-(a)/(a)
	\$ 000s	\$ 000s	\$ 000s	\$ 000s	%
Opening Funding Surplus / (Deficit)	600	600	1,983	1,383	230%
<u>Revenue</u>					
Revenue from operating activities	167,900	135,096	133,251	(1,845)	-1%
Capital revenue, grants and Contribution	15,172	1,264	208	(1,056)	-84%
	183,072	136,360	133,459	(2,901)	
<u>Expenditure</u>					
Operating Expenditure	(185,870)	(15,738)	(10,069)	5,670	-36%
Capital Expenditure	(57,254)	(5,041)	(4,259)	782	-16%
	(243,124)	(20,779)	(14,327)	6,452	
Non-cash amounts excluded from operating activities	35,948	36,008	3,388	(32,620)	-91%
Non-cash amounts excluded from investing activities	(1,473)	(1,473)	245	1,718	-117%

Other Capital Movements	24,445	(471)	(136)	336	-71%
Closing Funding Surplus / (Deficit)	(532)	150,245	124,612	(25,633)	-17%

The following table highlights the status of the City's key capital projects for the 2026/2027 financial year:

Project	2026/27 Actuals Incl. CMT \$'000s	2026/27 Annual Budget \$'000s	On Time / On Budget	Asset Classification	Comment
Eastern Foreshore Boardwalk Renewal	124	1,624	The project is expected to be completed within budget by the end of the 2027/28 financial year.	<i>Coastal & Marine</i>	The boardwalk design was completed in 2025/26. Procurement for the construction phase has commenced, with construction scheduled to continue through the 2027/28 financial year.
Birchley Road Boat Ramp Upgrade	92	967	<i>This project is funded by the Recreational Facilities Boating Scheme.</i> <i>The project is expected to be completed within budget by the end of the 2026/27 financial year.</i>	<i>Coastal & Marine</i>	The boat ramp design was completed in 2025/26 and the Section 18 approval has been granted by the Department of Planning, Lands and Heritage. Procurement for the construction phase has commenced, with construction scheduled for completion by the end of the 2026/27 financial year.
Falcon Coastal Shared Path	456	2,164	This project is funded by the Australian Government Active Transport Fund. The project is expected to be completed by 2028 within budget.	<i>New Asset</i>	The detailed design will be updated to incorporate the outcomes of the community consultation process and the design review. There has been a minor delay in the completion of the updated detailed design and this is now anticipated by August 2026. Onsite construction works are expected to commence in early 2027.
Mandurah Netball and Multi-	183	663	The project is funded by the State Government	<i>New Asset</i>	The project is progressing in line with the program, with concept designs and stakeholder engagement

use Facility			through an election commitment. The project is expected to be completed by the end of the 2028/29 financial year. A potential funding shortfall has been identified and communicated to the funding bodies, with mitigation measures currently being explored.		workshops completed. Procurement documentation for the detailed design phase is being prepared. Updated cost estimates have identified a potential funding shortfall. Further actions to address the funding gap will be considered once funding requirements have been confirmed.
MARC Sports Court Upgrade	159	530	The project is jointly funded by the State Government through an election commitment, and the Australian Government through the Major and Local Community Infrastructure Program. The project is expected to be completed by the end of the 2028/29 financial year. A potential funding shortfall has been identified and communicated to the funding bodies, with	<i>New Asset</i>	The project is progressing in line with the program, with concept designs and stakeholder engagement workshops completed. Procurement documentation for the detailed design phase is being prepared. Updated cost estimates have identified a potential funding shortfall. Further actions to address the funding gap will be considered once funding requirements have been confirmed.

			mitigation measures currently being explored.		
Mandurah Terrace - Resurface	129	1,376	<i>This project is funded via the Main Roads Regional Road Group program.</i> <i>The project is expected to be completed within budget by the end January 2027.</i>	Roads	The project is in the planning phase, with preliminary assessments completed and no significant issues identified. Due to its CBD location, ongoing management of stakeholder engagement, traffic impacts and construction staging will be important to support project delivery.

2026/27 Budget Variations

New – Town Beach SLS Storage

The Town Beach Surf Lifesaving Storage and First Aid Facility commenced in 2025/2026 and is progressing through detailed design and funding resolution. The project cost is currently estimated at approximately \$426,296, reflecting updated construction and escalation costs. The City has an existing \$100,000 contribution, matched by a \$100,000 State Election Commitment, and is now seeking to move to a three-way funding model of approximately one third each from the City, State Government and Lotterywest supported funding. The City is seeking support for an increased State Government contribution and has confirmed support for Surf Life Saving WA / Mandurah Surf Lifesaving Club to progress the Lotterywest application, with City officers to provide supporting information as required.

It is therefore proposed to carryover remaining unspent budget and grant funding from 2025/2026 to 2026/2027 as follows:

2025/2026

Reduce expenditure budget by \$24,085 and corresponding funding of \$24,085 to be transferred to unspent grant reserve.

2026/2027

Increase expenditure budget by \$24,085 and transfer out \$24,085 from unspent grant reserve.

Additionally, as per above it is proposed to increase the 2026/2027 budget by \$95,000 to be funded by an increase in grant revenue from Department of Primary Industries and Regional Development (DPIRD) of \$31,666, an increase of grant revenue from Lotterywest of \$31,666 and transfer of \$31,668 from Community Sporting and Recreation Facilities Fund (CSRFF) Capital funding project.

In summary the total cost of the project over 2025/2026 and 2026/2027 after these budget variations will be \$426,296 which is funded as follows:

\$131,666	Department of Primary Industries and Regional Development
\$131,666	Lotterywest
\$162,964	City of Mandurah funding (including City overheads)

Major Public Artworks

The Major Capital Artworks program, approved as part of the 2027/2036 Long Term Financial Plan (LTFP), aims to allocate funds in the Public Art Reserve for commissioning large-scale artwork projects. The Arts and Culture team has identified several projects for completion in 2026/2027, including two new murals at Coodanup Foreshore and Madora Bay Beach, as per the Arts and Culture Strategy 2023-2028.

It is therefore proposed to increase the Major Public Artworks capital expenditure budget of \$47,273, to be funded from the Public Art Reserve to fund these projects in the current year.

Digital Speed Signs

The City of Mandurah has secured a \$90,000 capital grant from the State Government through an election commitment to purchase between five and nine digital speed signs with configurable displays. These signs will be deployed across the local road network to promote speed awareness, encourage positive driver behaviour, and improve road safety outcomes at locations identified through community requests, traffic investigations, and risk assessments.

To enable full utilisation of the grant funding, it is recommended that a new capital expenditure budget of \$90,000 and a corresponding capital revenue budget of \$90,000 be established for the Digital Speed Signs project.

Consultation

Nil

Statutory Environment

Local Government Act 1995 Section 6.4 Financial Report

Local Government (Financial Management) Regulations 1996 Part 4 Financial Reports

Policy Implications

Nil

Financial Implications

Any material variances that have an impact on the outcome of the budgeted surplus position are explained in the Monthly Financial Report, as detailed in Attachment 1.

Economic Implications

Nil

Environmental Implications

Nil

Risk Implications

The Financial Report and its attachments are utilised as a key indicator to monitor against the strategic risks.

Strategic Implications

The following strategies from the City of Mandurah Strategic Community Plan 2024-2044 is relevant to this report:

Leadership

- Responsible, transparent, value for money delivery of well planned, sustainable, projects, programs and services

Conclusion

The City strives to manage its finances adequately and maintain expenditure within budget to ensure services that have been approved through the budget process are fully funded.

It is recommended that Council receive the Monthly Financial Report and the Schedule of Accounts.

Officer Recommendation

That Council:

1. **Receives the Financial Report for July 2026 as detailed in Attachment 1 of the report.**
2. **Receives the Schedule of Accounts for the following amounts as detailed in Attachment X.2 of the report:**

Total Municipal Fund	\$	15,641,735.07
Total Trust Fund	\$	0.00
	\$	<u>15,641,735.07</u>
3. **Approves the following budget variations for New – Town Beach SLS Storage Carryover in the 2025/2026 year to be carried forward to the 2026/2027 year summarised as follows:**

2025/2026 Budget adjustments

- 3.1 **Decrease in capital expenditure of \$24,085***
- 3.2 **Decrease in capital revenue of \$24,085***
- 3.3 **Increase in transfer to Unspent Grants Reserve \$24,085***
- 3.4 **Increase in Contract Liabilities \$24,085***

2026/2027 Budget adjustments

- 3.5 **Increase in capital expenditure of \$119,085***
- 3.6 **Increase in capital grant revenue \$87,417***
- 3.7 **Decrease in Contract Liabilities \$24,085**
- 3.8 **Transfer from Unspent Grant Reserve \$24,085***
- 3.9 **Decrease in capital expenditure CSRFF project \$31,668***

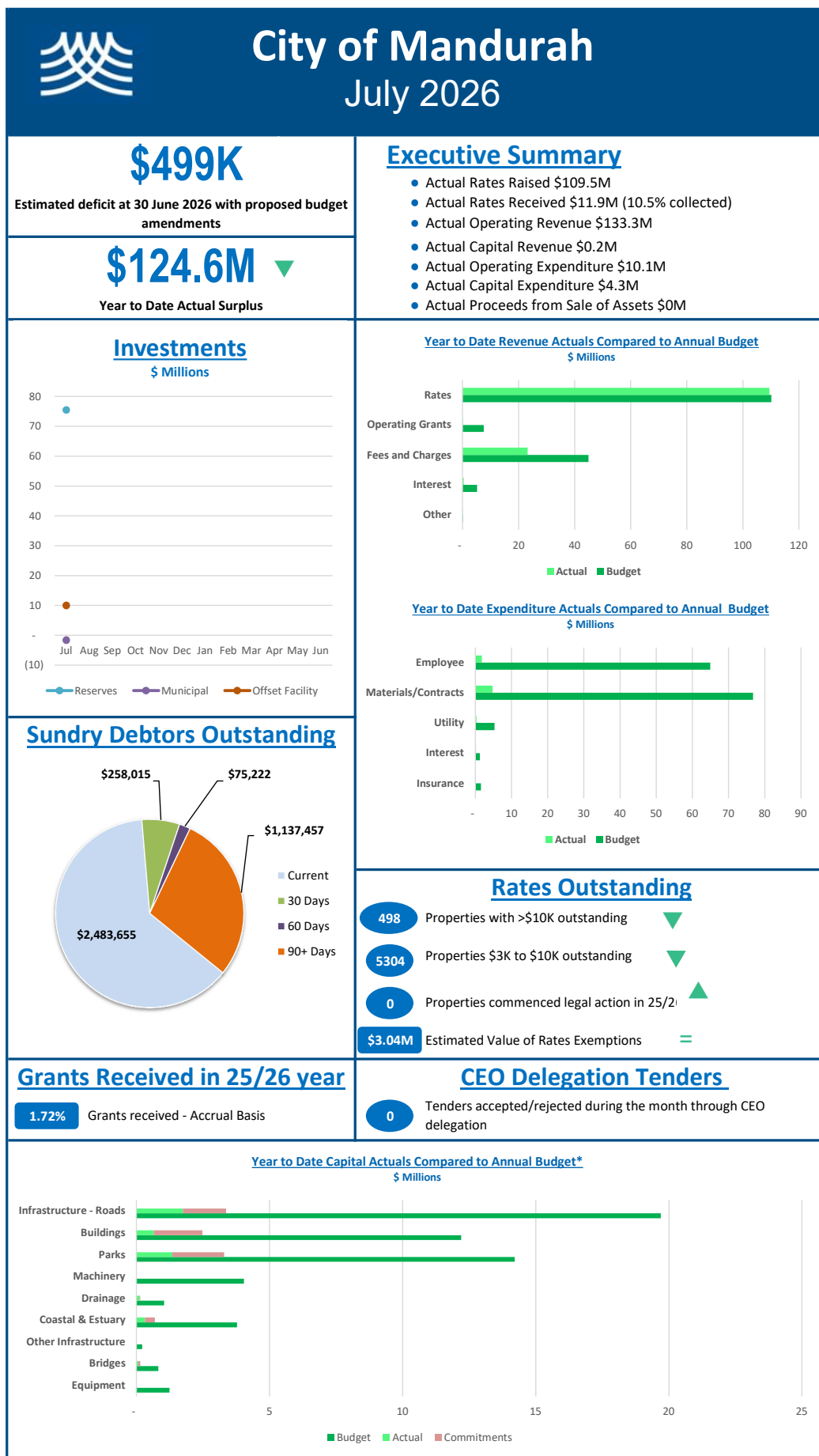
4. **Approves the following 2026/2027 budget variations:**
 - 4.1 **Increase in capital expenditure of \$47,273* for Major Public Artworks**
 - **To be funded from a transfer out of \$47,273* from the Public Art reserve**
 - 4.2 **Increase in capital expenditure of \$90,000* for Digital Speed Signs**
 - **To be funded from an increase of grant revenue of \$90,000* by the Department of Primary Industries and Regional Development.**

Absolute Majority

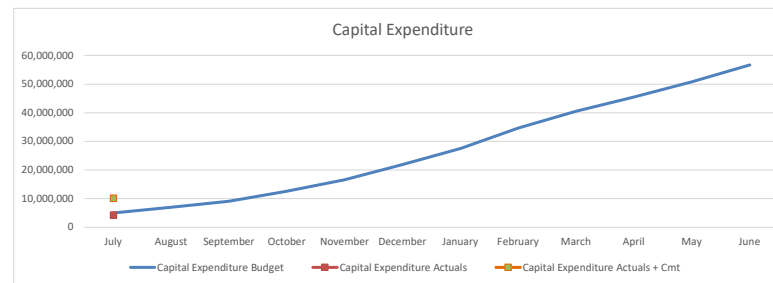
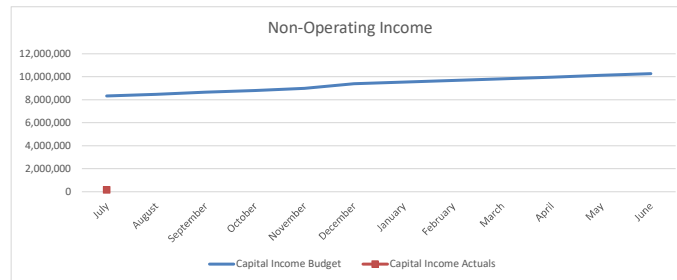
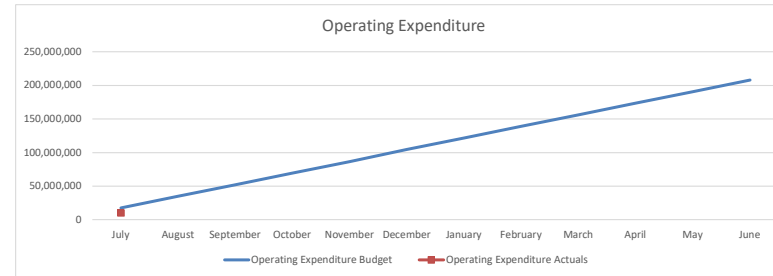
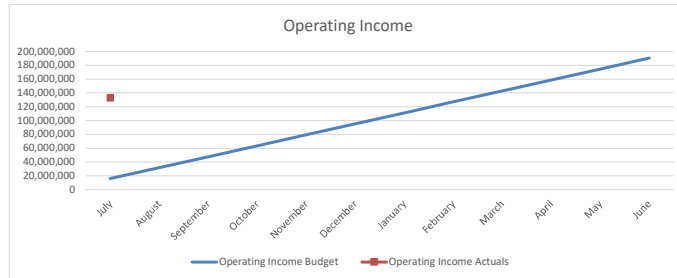
Attachments

1. Monthly Financial Report - July 2026 [**19.2.1** - 22 pages]
2. Schedule of Accounts July 2026 (electronic only)

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Ordinary Council Meeting Agenda - 25 August 2026



CITY OF MANDURAH
MONTHLY FINANCIAL REPORT
For the Period Ended 31 July 2026

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**STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 JULY 2026**

BY NATURE OR TYPE

	Ref Note	Annual Budget \$	YTD Budget (a) \$	YTD Actual (b) \$	Var. \$ (b)-(a) \$	Var. % (b)-(a)/(a) %	Var.
Opening Funding Surplus / (Deficit)		600,000	600,000	1,982,703	1,382,703	230.45%	
Revenue from operating activities							
Rates		110,168,408	110,168,408	109,486,758	(681,650)	(0.62%)	
Operating grants, subsidies and contributions		7,571,777	630,981	128,725	(502,256)	(79.60%)	▼
Fees and charges		44,915,531	23,859,720	23,234,307	(625,413)	(2.62%)	
Interest earnings		5,149,629	429,136	388,000	(41,136)	(9.59%)	
Other revenue		94,397	7,866	2,584	(5,282)	(67.15%)	▼
Profit on disposal of assets	4	-	-	10,306	10,306	100.00%	▲
		167,899,742	135,096,111	133,250,680	(1,845,431)	-1.37%	
Expenditure from operating activities							
Employee costs		(64,892,671)	(5,369,548)	(1,760,080)	3,609,468	67.22%	▲
Materials and contracts		(76,744,761)	(6,621,969)	(4,765,848)	1,856,121	28.03%	▲
Utility charges		(5,319,341)	(443,278)	(297,940)	145,338	32.79%	▲
Depreciation on non-current assets		(36,013,230)	(3,001,103)	(2,926,657)	74,446	2.48%	
Interest expenses		(1,257,730)	(104,811)	(206,194)	(101,383)	(96.73%)	▼
Insurance expenses		(1,576,044)	(131,337)	(107,850)	23,487	17.88%	▲
Other expenditure		(66,284)	(66,284)	-	66,284	100.00%	▲
Loss on disposal of assets	1(a) & 4	-	-	(4,058)	(4,058)	100.00%	▼
		(185,870,061)	(15,738,330)	(10,068,627)	5,669,703	36.02%	
Non-cash amounts excluded from operating activities	1(a)	35,948,147	3,000,651	3,388,245	387,595	12.92%	
Amount attributable to operating activities		17,977,828	122,358,431	126,570,298	4,211,867	(3.44%)	
Investing activities							
Non-operating grants, subsidies and contributions		13,954,851	1,162,904	177,870	(985,034)	(84.70%)	▼
Proceeds from disposal of assets	4	1,217,481	101,457	30,482	(70,974)	(69.96%)	▼
Payments for property, plant and equipment	6	(57,253,977)	(5,085,753)	(4,258,588)	827,165	16.26%	▲
Amount attributable to investing activities		(42,081,645)	(3,821,392)	(4,050,235)	(228,843)	-5.99%	
Non-cash amounts excluded from investing activities	1(b)	(1,473,387)	(1,473,387)	244,912	1,718,299	(116.62%)	
Amount attributable to investing activities		(43,555,032)	(5,294,779)	(3,805,324)	1,489,455	28.13%	
Financing Activities							
Proceeds from new debentures	7	8,500,000	-	-	0	0.00%	
Repayment of debentures	7	(5,228,510)	(435,709)	(324,586)	111,123	25.50%	▲
Payment of lease liability		(424,643)	(35,387)	(82,512)	(47,125)	(133.17%)	▼
Principal elements of interest earning liability		-	-	(250,439)	(250,439)	100.00%	▼
Transfer from reserves	8	25,137,855	-	238,884	238,884	100.00%	▲
Transfer to reserves	8	(3,539,677)	-	283,084	283,084	100.00%	▲
Amount attributable to financing activities		24,445,025	(471,096)	(135,569)	335,527	71.22%	
Closing Funding Surplus / (Deficit)	1(d)	(532,179)	117,192,555	124,612,108	7,419,553	6.33%	

KEY INFORMATION

▲▼ Indicates a variance between Year to Date (YTD) Actual and YTD Budget data as per the adopted materiality threshold.

Refer to Note 13 for an explanation of the reasons for the variance.

This statement is to be read in conjunction with the accompanying Financial Statements and Notes.

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 JULY 2026

NOTE 1
STATEMENT OF FINANCIAL ACTIVITY INFORMATION

(a) Non-cash items excluded from operating activities

The following non-cash revenue and expenditure has been excluded from operating activities within the Statement of Financial Activity in accordance with Local Government (Financial Management) Regulation 1996.

Notes	Annual Budget	YTD Budget (a)	YTD Actual (b)
	\$	\$	\$
Non-cash items excluded from operating activities			
Adjustments to operating activities			
Less: Profit on asset disposals	4	-	(10,306)
Movement in liabilities associated with restricted cash		103,372	0
Movement in pensioner deferred rates (non-current)		-	9,776
Movement in employee benefit provisions (non-current)		(168,455)	51,822
Movement in interest earning liabilities (non-current)		-	250,439
Movement in Liabilities		-	24,997
Funds in Suspense Accounts		-	130,801
Add: Loss on asset disposals	4	-	4,058
Add: Depreciation on assets		36,013,230	2,926,657
Total non-cash items excluded from operating activities		35,948,147	36,007,807
			3,388,245

(b) Non-cash items excluded from investing activities

The following non-cash revenue and expenditure has been excluded from investing activities within the Statement of Financial Activity in accordance with Financial Management Regulation 32.

Adjustments to investing activities			
Movement in non current liabilities for transfers to acquire or construct non-financial assets to be controlled by the entity			
Movement in current liabilities for transfers to acquire or construct non-financial assets to be controlled by the entity associated with restricted cash		(1,473,387)	(1,473,387)
Total non-cash amounts excluded from investing activities		(1,473,387)	244,912
			244,912

(c) Adjustments to net current assets in the Statement of Financial Activity

The following current assets and liabilities have been excluded from the net current assets used in the Statement of Financial Activity in accordance with regulation 32 of the Local Government (Financial Management) Regulations 1996 to agree to the surplus/(deficit) after imposition of general rates.

	Actual Closing 30 Jun 2026	Budget Closing 30 Jun 2027	Year to Date 31 Jul 2026
Adjustments to net current assets			
Less: Reserves - restricted cash	(77,986,943)	(58,359,495)	(77,464,975)
Less: - Financial assets at amortised cost - self supporting loans	(48,876)	-	(48,876)
Less: Unspent loans	(625,629)	-	(625,629)
Less: Inventory - Land Held for Resale	-	(445,000)	(445,000)
Less: Clearing accounts	-	-	1,473
Add: Borrowings	5,330,292	5,480,285	5,005,706
Add: Other liabilities	5,863,378	-	4,541,469
Add: Lease liability	433,045	(223,246)	350,533
Add: Provisions - employee	4,122,991	792,521	4,071,283
Add: Loan Facility offset	-	-	10,000,000
Total adjustments to net current assets	(69,224,289)	(52,754,935)	(55,271,243)

(d) Net current assets used in the Statement of Financial Activity

Current assets			
Cash and cash equivalents	2	98,904,860	76,233,359
Rates receivables	3	4,955,384	3,522,745
Receivables	3	3,782,035	2,596,188
Other current assets		2,882,722	4,559,404
Less: Current liabilities			
Payables		(19,176,670)	(17,998,144)
Borrowings	7	(5,330,292)	(5,480,285)
Interest earning liabilities		(1,014,736)	-
Unspent non-operating grant, subsidies and contributions liability		(3,833,906)	(2,722,760)
Lease liabilities		(433,045)	223,246
Provisions		(9,529,360)	(8,710,996)
Less: Total adjustments to net current assets	1(c)	(69,224,289)	(52,754,935)
Closing Funding Surplus / (Deficit)		1,982,703	(532,178)
			124,612,108

CURRENT AND NON-CURRENT CLASSIFICATION

In the determination of whether an asset or liability is current or non-current, consideration is given to the time when each asset or liability is expected to be settled. Unless otherwise stated assets or liabilities are classified as current if expected to be settled within the next 12 months, being the Council's operational cycle.

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 JULY 2026

OPERATING ACTIVITIES
NOTE 2
CASH AND INVESTMENTS

	Total Amount	Interest rate	Total Interest Earnings at Maturity Date	S&P rating	Deposit Date	Maturity Date	Term days
	\$	\$	\$				
Cash on hand	8,925,620			AA-			
Municipal Bank Account (inc. Bonds Investments & Notice Savers)	8,925,620	Variable			NA	NA	
ANZ	33,453		293	AA-			
ANZ TD 10	33,453	3.50%	293		1/07/2026	1/10/2026	92
NAB	29,455,652		366,501	AA-			
NAB TD 114	3,272,767	5.00%	39,858		4/06/2026	4/09/2026	92
NAB TD 115	3,249,156	5.00%	40,439		18/05/2026	18/08/2026	92
NAB TD 125	3,136,210	5.00%	39,033		9/06/2026	9/09/2026	92
NAB TD 126	3,136,210	5.00%	39,033		9/06/2026	9/09/2026	92
NAB TD 127	3,136,210	5.00%	39,033		9/06/2026	9/09/2026	92
NAB TD 133	3,150,316	5.05%	39,596		30/07/2026	30/10/2026	92
NAB TD 134	3,150,316	5.05%	39,596		30/07/2026	30/10/2026	92
Reserve 44 - 70-586-3025	3,614,828	5.00%	44,990		18/05/2026	18/08/2026	92
Reserve 45 - 70-568-6989	3,609,639	5.00%	44,925		18/05/2026	18/08/2026	92
Westpac	28,307,022		360,399	AA-			
WBC TD 110	3,264,718	5.01%	40,713		3/05/2026	3/08/2026	92
WBC TD 120	3,120,022	5.14%	39,905		20/06/2026	20/09/2026	92
WBC TD 121	3,120,022	5.14%	39,905		20/06/2026	20/09/2026	92
WBC TD 122	3,152,299	5.14%	40,318		2/07/2026	2/10/2026	92
WBC TD 123	3,152,299	5.14%	40,318		2/07/2026	2/10/2026	92
WBC TD 124	3,152,299	5.14%	40,318		2/07/2026	2/10/2026	92
WBC TD 129	3,153,475	5.13%	40,255		24/07/2026	24/10/2026	92
WBC TD 130	3,153,475	5.13%	40,255		24/07/2026	24/10/2026	92
WBC TD 135	3,038,413	5.08%	38,413		7/05/2026	7/08/2026	92
CBA	7,155,958		87,655	AA-			
CBA TD 48 - B33713404	7,155,958	4.92%	87,655		11/05/2026	11/08/2026	92
Total Municipal and Reserve Funds	73,877,705		814,847.27				

Interest revenue

Investment Interest Accrued	446,593
Investment Interest Matured	(81,606)
Rates Interest	23,013
	388,000

Municipal Cash	Total Restricted Cash
\$9.23 M	\$74.64 M

Loan Offset Facility

Amount	Interest rate on loans	Monthly Interest Saved	YTD Interest Saved
10,000,000	6.16%	1,300	1,300
*Offset reinstated at 29th July from bank balance.			

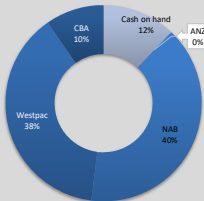
KEY INFORMATION

Cash and cash equivalents include cash on hand, cash at bank, deposits available on demand with banks and other short term highly liquid investments highly liquid investments with original maturities of twelve months or less that are readily convertible to known amounts of cash and which are subject to an insignificant risk of changes in value and bank overdrafts. Bank overdrafts are reported as short term borrowings in current liabilities in the statement of net current assets.

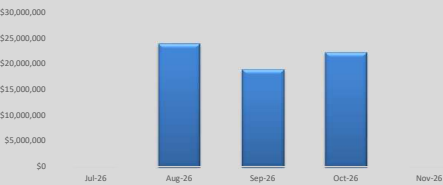
The local government classifies financial assets at amortised cost if both of the following criteria are met:

- the asset is held within a business model whose objective is to collect the contractual cashflows, and
- the contractual terms give rise to cash flows that are solely payments of principal and interest.

% of Investments with each institution



Invested Funds Maturing Timeline



**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 JULY 2026**

**OPERATING ACTIVITIES
NOTE 3
RECEIVABLES**

Rates Receivable	30-Jun-26	31-Jul-25	31 Jul 26
	\$		\$
Opening Arrears Previous Years	3,963,715	3,963,715	4,118,532
Rates levied	104,683,375	101,976,637	109,486,758
Less - Collections to date	(104,528,559)	(11,002,444)	(11,893,790)
Equals Current Outstanding	4,118,532	94,937,908	101,711,499
Net Rates Collectable	4,118,532	94,937,908	101,711,499
% Collected	96.2%	10.4%	10.5%

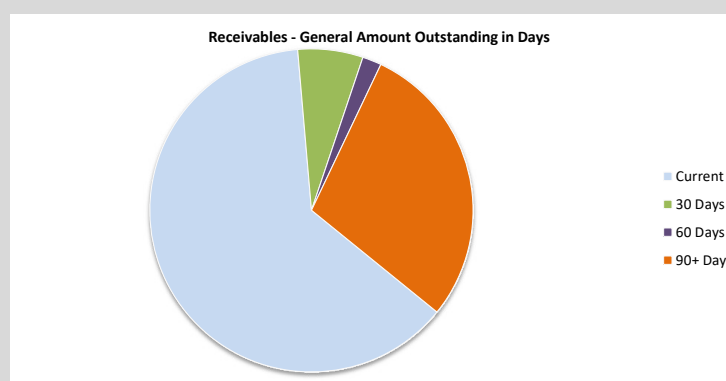
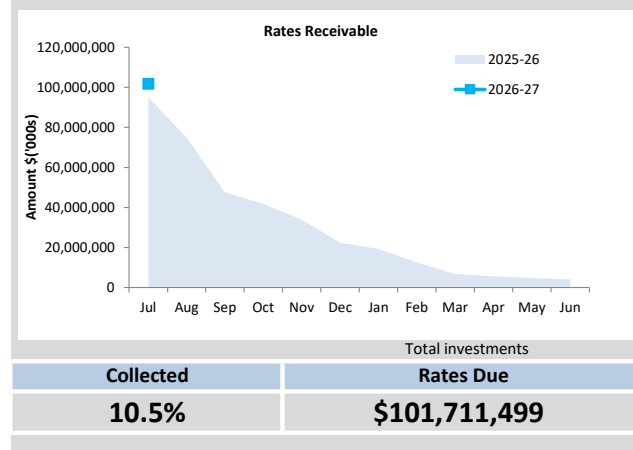
	31 Jul 25	31 Jul 26
- No. of Legal Proceedings Commenced for the financial year	0	0
- No. of properties > \$10,000 outstanding	446	498
- No. of properties between \$3,000 and \$10,000 outstanding	4,804	5,304
- Value of Rates Concession	51,256	61,375
- Estimated Value of Rates Exemptions	2,243,551	3,040,086

Receivables - General	31-Jul-25	Current	30 Days	60 Days	90+ Days	31 Jul 26
	\$	\$	\$	\$	\$	\$
Balance per Trial Balance						
Sundry receivable	1,608,149	1,331,537	49,519	27,763	666,392	2,075,211
Recreation Centres	8,385	4,542	176,618	13,986	26,096	221,242
Mandurah Ocean Marina	129,995	126,598	0	0	0	126,598
GST receivable	697,546	1,005,116	0	0	0	1,005,116
Allowance for impairment of receivables	(215,611)	0	0	0	(269,893)	(269,893)
Infringements	792,334	15,861	31,878	33,472	714,863	796,074
Total Receivables General Outstanding	3,020,797	2,483,655	258,015	75,222	1,137,457	3,954,349
Percentage		62.8%	6.5%	1.9%	28.8%	

Other Receivables	31-Jul-25	Current	30 Days	60 Days	90+ Days	31 Jul 26
	\$	\$	\$	\$	\$	\$
Balance per Trial Balance						
Pensioners rates and ESL deferred	9,019,078	0	0	0	9,531,367	9,531,367
Other Receivables	5,198,124	0	0	0	483,243	483,243
Total Other Receivables Outstanding	14,217,202	0	0	0	10,014,610	10,014,610
Percentage		0%	0%	0%	100%	

KEY INFORMATION

Rates and other receivables include amounts due from ratepayers for unpaid rates and service charges and other amounts due from third parties for goods sold and services performed in the ordinary course of business. Receivables expected to be collected within 12 months of the end of the reporting period are classified as current assets. All other receivables are classified as non-current assets. Collectability of rates and other receivables is reviewed on an ongoing basis. Other receivables that are known to be uncollectible are written off when identified. An allowance for doubtful debts is raised when there is objective evidence that they will not be collectible.



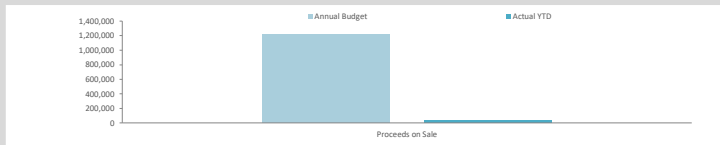
Debtors Due
\$3,954,349
Over 30 Days
37%
Over 90 Days
29%

OTES TO THE STATEMENT OF FINANCIAL ACTIVITY
IR THE PERIOD ENDED 31 JULY 2026

OPERATING ACTIVITIES
NOTE 4
DISPOSAL OF ASSETS

Asset	Asset ID	Directorate	Budget				YTD Actual			
			Net Book Value	Proceeds	Profit	(Loss)	Net Book Value	Proceeds	Profit	(Loss)
			\$	\$	\$	\$	\$	\$	\$	\$
Land										
Light Passenger Vehicles - Replacement										
MH5296B - KIA SPORTAGE DSL MY21	C05521	Built & Natural Environment	13,261	13,261	0	0	0	0	0	0
MH6604B - ISUZU MUX LSM WAGON	C06522	Built & Natural Environment	28,788	28,788	0	0	0	0	0	0
MH6510B - TOYOTA CORDOLIA	C05922	Built & Natural Environment	15,465	15,465	0	0	0	0	0	0
MH6880B - NISSAN X-TRAIL	C06922	Built & Natural Environment	17,272	17,272	0	0	0	0	0	0
MH6456B - MAZDA CX-5B MAXX	C07422	Built & Natural Environment	13,924	13,924	0	0	0	0	0	0
Light Commercial Vehicles - Replacement										
MH6904B - FORD RANGER	U00622	Built & Natural Environment	17,820	17,820	0	0	0	0	0	0
MH5895B - MITSUBISHI TRITON	U00822	Built & Natural Environment	19,170	19,170	0	0	0	0	0	0
MH7264B - FORD RANGER	U02022	Built & Natural Environment	21,316	21,316	0	0	0	0	0	0
MH5128B - FORD RANGER	U03321	Built & Natural Environment	16,802	16,802	0	0	0	0	0	0
MH6976B - ISUZU D-MAX	U02722	Built & Natural Environment	22,032	22,032	0	0	0	0	0	0
MH7006B - ISUZU D-MAX	U03822	Built & Natural Environment	19,032	19,032	0	0	0	0	0	0
MH5889B - FORD RANGER PU XL 4X4	U05021	Built & Natural Environment	25,534	25,534	0	0	0	0	0	0
MH6393B - FORD RANGER PU	U07222	Built & Natural Environment	19,106	19,106	0	0	0	0	0	0
MH7083B - FORD RANGER	U02522	Built & Natural Environment	19,746	19,746	0	0	0	0	0	0
MH5172B - FORD RANGER XL 4X2	U05521	Built & Natural Environment	16,550	16,550	0	0	0	0	0	0
MH5084B - FORD RANGER-PU	U04121	Built & Natural Environment	22,047	22,047	0	0	0	0	0	0
MH5086B - FORD RANGER PU XL 4X4	U01621	Built & Natural Environment	22,922	22,922	0	0	0	0	0	0
MH5085B - FORD RANGER PU XL 4X4	U06621	Built & Natural Environment	23,588	23,588	0	0	0	0	0	0
MH5131B - FORD RANGER PU XL 4X2	U02621	Built & Natural Environment	18,929	18,929	0	0	0	0	0	0
MH7086B - FORD RANGER	U08522	Built & Natural Environment	16,950	16,950	0	0	0	0	0	0
MH6311B - ISUZU D-MAX SX UTE	U08422	Built & Natural Environment	26,723	26,723	0	0	0	0	0	0
MH8510B - FORD RANGER 4X2	U01922	Built & Natural Environment	21,448	21,448	0	0	0	0	0	0
Trucks & Buses Replacements										
MH5603A - HINO - 616-300-KEVRECK	T00117	Built & Natural Environment	19,190	19,190	0	0	0	0	0	0
MH4967A - HINO - 921	T01217	Built & Natural Environment	23,880	23,880	0	0	0	0	0	0
MH4782A - HINO - 921	T02017	Built & Natural Environment	20,323	20,323	0	0	0	0	0	0
MH4968A - HINO - 921	T04117	Built & Natural Environment	23,904	23,904	0	0	0	0	0	0
MH2306B - SCARAB - HINO 1426	T05119	Built & Natural Environment	147,717	147,717	0	0	0	0	0	0
Trailers										
Bartco - Vms trailer XP-7TR VMS 400	P03117	Built & Natural Environment	8,884	8,884	0	0	0	0	0	0
Southwest - Flat top 2000KG	V02016	Built & Natural Environment	1,655	1,655	0	0	0	0	0	0
Bartco - Arrow board C-SIZE AMBER	V02116	Built & Natural Environment	2,629	2,629	0	0	0	0	0	0
Southwest - Cargo 2000KG	V05717	Built & Natural Environment	2,217	2,217	0	0	0	0	0	0
MH9040B - JETWAVE DRAIN CLEANER	V02917	Built & Natural Environment	0	0	0	0	5,641	1,583	0	(4,058)
Parks & Mowers										
Mow master - Pitch mower DC20W2	P30817	Built & Natural Environment	376	376	0	0	0	0	0	0
Mow master - Pitch mower DC20W2	P30917	Built & Natural Environment	376	376	0	0	0	0	0	0
Mow master - Verti-mower VM26/2	P31117	Built & Natural Environment	388	388	0	0	0	0	0	0
Miscellaneous Equipment										
Olimplan generator	P611	Built & Natural Environment	0	0	0	0	0	0	0	0
Dynapac - Plate compactor LG500	P61416	Built & Natural Environment	0	0	0	0	0	0	0	0
Carryovers - Light Passenger Vehicles										
MH4677B - NISSAN X-TRAIL 4WD	C05321	Built & Natural Environment	19,352	19,352	0	0	0	0	0	0
MAZDA CX-5B MH3988B	C05220	Built & Natural Environment	16,708	16,708	0	0	0	0	0	0
TOYOTA RAV4 MH3968B	C03220	Built & Natural Environment	16,429	16,429	0	0	0	0	0	0
Carryovers - Light Commercial Vehicles										
MH3592B - ISUZU D-MAX 21MY SX	U00920	Built & Natural Environment	15,048	15,048	0	0	0	0	0	0
MH3198B - FORD RANGER	U00120	Built & Natural Environment	24,776	24,776	0	0	0	0	0	0
MH3219B - NISSAN NAVARA 4X2	U05620	Built & Natural Environment	18,398	18,398	0	0	0	0	0	0
MH3008B - FORD RANGER PU XL	U06320	Built & Natural Environment	24,455	24,455	0	0	0	0	0	0
MH4106B - ISUZU D-MAX 21MY SX	U03721	Built & Natural Environment	20,475	20,475	0	0	0	0	0	0
MH4431B - ISUZU D-MAX SX	U02121	Built & Natural Environment	21,009	21,009	0	0	0	0	0	0
MH4650B - ISUZU D-MAX	U06221	Built & Natural Environment	23,928	23,928	0	0	0	0	0	0
MH4394B - FORD RANGER	U01121	Built & Natural Environment	28,129	28,129	0	0	0	0	0	0
MH5225B - ISUZU DMAX	U01821	Built & Natural Environment	25,429	25,429	0	0	0	0	0	0
MH5229B - ISUZU DMAX 21 MY SX	U06121	Built & Natural Environment	29,216	29,216	0	0	0	0	0	0
Carryovers - Trucks and Buses										
HINO 1124 MH4562A	T01615	Built & Natural Environment	39,394	39,394	0	0	0	0	0	0
HINO 917 MH1429A	T03016	Built & Natural Environment	21,608	21,608	0	0	18,593	28,899	10,306	0
HINO 917 MH1627A	T03716	Built & Natural Environment	25,874	25,874	0	0	0	0	0	0
HINO 917 MH1625A	T04016	Built & Natural Environment	20,325	20,325	0	0	0	0	0	0
HINO SCARAB MISTRAL HINO 1426 1GWL205	T05019	Built & Natural Environment	136,965	136,965	0	0	0	0	0	0
Carryovers - Trailers										
Southwest - Box/trailer 2000KGS	V042	Built & Natural Environment	0	0	0	0	0	0	0	0
			1,217,481	1,217,481	0	0	24,234	30,482	10,306	(4,058)

KEY INFORMATION



Proceeds on Sale		
Annual Budget	YTD Actual	%
\$1,217,481	\$30,482	3%

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 JULY 2026**

CEO delegation – accepted/rejected tenders during the month
Awarded under Financial Authorisation \$250,000 and above

Not applicable in this month

**NOTE 5
TENDERS/QUOTES AWARDED FOR THE MONTH**

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 JULY 2026**

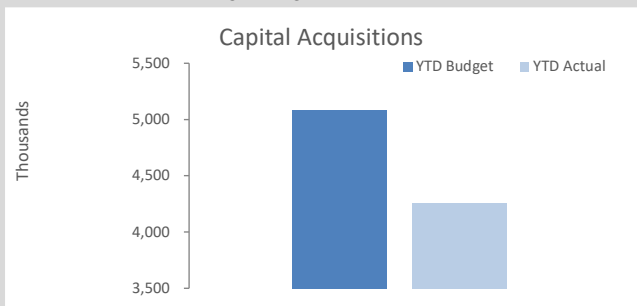
**INVESTING ACTIVITIES
NOTE 6
CAPITAL ACQUISITIONS**

Capital Acquisitions	Adopted Budget	Annual Budget	YTD Budget	YTD Actual	YTD Actual Variance
	\$		\$	\$	\$
Buildings	10,458,425	12,198,736	825,622	651,937	(173,685)
Equipment	1,161,214	1,238,214	86,518	350	(86,168)
Machinery	3,491,880	4,031,880	335,990	-	(335,990)
Infrastructure - Roads	17,273,142	19,700,885	1,682,726	1,745,957	63,231
Bridges	729,684	827,882	102,416	69,684	(32,733)
Parks	11,340,532	14,211,817	1,596,568	1,349,922	(246,646)
Drainage	1,041,572	1,041,572	65,290	114,788	49,499
Coastal & Estuary	3,504,950	3,782,991	372,290	325,950	(46,340)
Other Infrastructure	220,000	220,000	18,333	-	(18,333)
Capital Expenditure Totals	49,221,399	57,253,977	5,085,753	4,258,588	(827,165)
Capital Acquisitions Funded By:					
	\$		\$	\$	\$
City of Mandurah Contribution	14,965,761	14,998,761	(5,592,223)	4,289,119	9,881,342
Capital grants and contributions	11,619,409	13,954,850	8,319,612	177,870	(8,141,742)
Borrowings	8,500,000	8,500,000	708,333	-	(708,333)
Other (Disposals & C/Fwd)	934,129	1,217,481	101,457	30,482	(70,974)
Cash Backed Reserves					
Building Reserve	684,176	684,176	57,015	-	(57,015)
Parking Reserve		33,000	2,750	0	(2,750)
Asset Management Reserve	10,463,602	15,498,338	1,291,528	(221,659)	(1,513,187)
Sustainability Reserve	72,000	128,400	10,700	-	(10,700)
Sanitation Reserve	1,084,608	1,084,608	90,384	(17,225)	(107,609)
Plant Reserve	897,714	1,154,363	96,197	-	(96,197)
Capital Funding Total	49,221,399	57,253,977	4,989,556	4,258,588	(827,165)

SIGNIFICANT ACCOUNTING POLICIES

All assets are initially recognised at cost. Cost is determined as the fair value of the assets given as consideration plus costs incidental to the acquisition. For assets acquired at no cost or for nominal consideration, cost is determined as fair value at the date of acquisition. The cost of non-current assets constructed by the local government includes the cost of all materials used in the construction, direct labour on the project and an appropriate proportion of variable and fixed overhead. Certain asset classes may be revalued on a regular basis such that the carrying values are not materially different from fair value. Assets carried at fair value are to be revalued with sufficient regularity to ensure the carrying amount does not differ materially from that determined using fair value at reporting date.

KEY INFORMATION



Acquisitions	Annual Budget	YTD Actual	% Spent
	\$57.25 M	\$4.26 M	7%
Capital Grant	Annual Budget	YTD Actual	% Received
	\$13.95 M	\$0.18 M	1%

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NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY FOR THE PERIOD ENDED 31 JULY 2026

INVESTING ACTIVITIES NOTE 6 CAPITAL ACQUISITIONS (CONTINUED)

Capital Expenditure Total Level of Completion Indicators



Level of completion indicator, please see table at the end of this note for further detail.

	Account Description	Adopted Budget	Annual Budget	YTD Budget	YTD Actual	Remaining Unspent Funds	Comment
	Land						
	Buildings						
	750736 Operations Centre Redevelopment	216,926	272,626	21,568	16,926	255,700	Consultant work underway
	750732 Dawesville Community Centre	0	850,000	94,444	70,157	779,843	Landscape construction works 10% complete. Ongoing project. 2025/26 to 2026/27 carryover budget variation to be processed in August 2026 Financial Report
	750689 Works & Services Building Refurb	0	0	0	850	(850)	Construction complete. Finances to be finalised
	750695 Waste Management Centre - Upgrade Fire Infrastructure	0	0	0	986	(986)	Construction complete. Finances to be finalised
	750753 Site Main Switchboard Program	0	0	0	0	0	Committed only.
	750754 Administration Centre Refurbishment	161,740	161,740	11,740	11,740	150,000	Design Only.
	750756 BLD - Renewal - MPAC HVAC	0	0	0	0	0	CMT only to be coded to MPAC Renewal project upon GR.
	750776 Minor City Maintenance Capital Renewals	250,000	250,000	20,833	0	250,000	Ongoing Program.
	750784 BLD - CASM workshop upgrade	161,740	161,740	11,740	11,740	150,000	Design 90% complete
	750788 BLD - Community Shed (Dower St)	271,158	334,158	26,408	21,158	313,000	Design only.
	750789 New - Falcon Men's Shed	107,826	107,826	7,826	7,826	100,000	Design complete.
	750790 New - MARC Sports Court Upgrade	460,500	530,500	90,018	84,185	446,315	Refer to Financial Report, Key Capital Projects table.
	750794 BLD - 26-27 - Site Main Switchboard	188,696	188,696	14,622	13,696	175,000	Ongoing Program
	750796 BLD - South Dist BF Ops Demolition	0	0	0	0	0	Ongoing Program
	750797 BLD - Park Ridge Ablution Septic System	12,939	12,939	939	939	12,000	Design Only
	750798 BLD - Port Bouvard SLC HVAC	325,389	325,389	25,389	25,389	300,000	Construction 90% complete. 2025/26 to 2026/27 carryover budget variation to be processed in August 2026 Financial Report.
	750799 BLD - 25-26 Meadow Springs Sport Fac Ext Paint	0	0	0	0	0	Construction to commence Q2
	750802 BLD - MARC Indoor Pirate Playground	596,547	596,547	46,547	50,747	545,800	Construction to commence Q4
	750803 BLD - MARC Creche Soffalt	10,783	10,783	783	783	10,000	Consultant work underway
	750807 BLD - Mandurah Museum Roof Replacement	172,522	172,522	12,522	12,522	160,000	Design 20% complete
	750809 BLD - Mandurah Family & CC Roof Cover	140,174	140,174	10,174	10,174	130,000	Construction to commence Q4
	750811 BLD - MSLSC External Painting	102,435	102,435	7,911	7,435	95,000	Construction to commence Q1
	750813 BLD - Southern Estuary Hall Demolition	0	59,160	29,580	0	59,160	Construction to commence Q2
	750814 BLD - Falcon Res Comment Box Demolition	16,174	16,174	1,174	1,174	15,000	Construction complete. Finances to be finalised. 2025/26 to 2026/27 carryover budget variation to be processed in August 2026 Financial Report.
	750816 BLD - Madora Bay South Ablution	0	0	0	0	0	Construction to commence Q3
	750817 BLD - Lakelands Community House Decking	16,174	16,174	1,174	1,174	15,000	Construction complete. Finances to be finalised. 2025/26 to 2026/27 carryover budget variation to be processed in August 2026 Financial Report.
	750820 BLD - Renew - Falcon Bay Ablution Roof	0	0	0	0	0	Concept only
	750821 BLD - Falcon Comm Centre Floorcovering	5,391	5,391	5,391	391	5,000	Committed only.
	750824 BLD - 25-26 - Site Main Switchboard	0	0	0	0	0	Design 60% complete
	750825 NEW - Town Beach SLS Storage	295,859	295,859	25,859	25,859	270,000	Design Only
	750826 NEW - Eastern Foreshore North Ablution	53,913	53,913	3,913	3,913	50,000	Construction to commence Q2
	750827 NEW - Peelwood Reserve Oval Storage	162,695	210,346	16,666	12,695	197,651	Construction to commence Q2. 2025/26 to 2026/27 carryover budget variation to be processed in August 2026 Financial Report.
	750830 New - Canopus Display Shed	0	0	0	0	0	Construction to commence Q2
	750831 BLD - MPAC Renewal	5,249,109	5,695,109	199,676	150,121	5,544,988	Construction to commence Q2. 2025/26 to 2026/27 carryover budget variation to be processed in August 2026 Financial Report.
	750832 SES - Training Roof Facility and Screen	0	0	0	495	(495)	Construction complete. Finances to be finalised. 2025/26 to 2026/27 carryover budget variation to be processed in August 2026 Financial Report.
	750833 PBRC Tank Upgrade	0	0	0	0	0	Construction to commence Q2
	750837 BLD - SES Building - Boundary retaining wall	48,522	48,522	3,522	3,522	45,000	Construction to commence Q2
	750838 BLD - Falcon Library Workroom & Customer Service Desk	43,131	43,131	3,131	3,131	40,000	Construction to commence Q2

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Level of completion indicator, please see table at the end of this note for further detail.

Account Description		Adopted Budget	Annual Budget	YTD Budget	YTD Actual	Remaining Unspent Funds	Comment
750839	BLD - Calypso Park Ablution Roof Renewal	97,044	97,044	7,494	7,044	90,000	Consultant work underway
750840	BLD - Civic Centre North Wing Demolition	161,740	161,740	11,740	11,740	150,000	Design only
750841	BLD - Coote Reserve Facilities Upgrade	5,391	5,391	391	391	5,000	Concept only.
750842	BLD - SE Dawesville Ablution Renewal	53,913	53,913	3,913	3,913	50,000	Design only.
750843	BLD - Rushton Park Stadium - HVAC	75,479	75,479	5,479	5,479	70,000	Design only.
750844	BLD - Seniors Centre - Flooring Renewal	23,722	23,722	1,722	1,722	22,000	Construction to commence Q1.
750845	BLD - Seniors - Substructure / Boardwalk	54,470	54,470	4,470	4,470	50,000	Design only
750846	BLD - Seniors - Modify Kitchen Servery	10,783	10,783	783	783	10,000	Construction to commence Q1.
750847	BLD - MARC UV Asset Renewal	195,234	195,234	18,091	15,234	180,000	Construction 25% complete.
750848	BLD - Tims Thicket Waste - Generator Upgrade	43,131	43,131	3,131	3,131	40,000	Construction to commence Q1.
750849	BLD - Southern Operations - Safety Upgrades	125,618	125,618	9,118	9,118	116,500	Construction to commence Q3.
750850	BLD - MARC Urinal Replacement	53,913	53,913	3,913	3,913	50,000	Procurement underway.
750851	BLD - MARC Prominent Dialog Controller Upgrade	56,339	56,339	4,089	4,089	52,250	In progress
750852	BLD - 26/27 Sewerage Pump Station Renewals	86,261	86,261	6,261	6,261	80,000	In progress
750853	BLD - 26/27 Fire Detector Renewals	107,826	107,826	7,826	7,826	100,000	In progress
750854	BLD - Bortolo Pavilion Improvements	48,522	48,522	3,522	3,522	45,000	Construction to commence Q1.
750856	BLD - SMFC Clubhouse Upgrades	188,696	188,696	16,474	13,696	175,000	Construction to commence Q3.
750786	BLD - Antenna Mast Removal	0	37,000	0	0	37,000	Investigative work underway.
750835	BLD - Mandurah Ocean Marina Chalet Renewal	0	82,697	20,674	(123)	82,820	Construction to commence Q1.
750773	BLD - Rushton Park Kiosk Lower Level Tiling Renewal	0	29,103	0	0	29,103	Construction to commence Q2
750783	Waste Management Centre - OSH Projects	0	0	0	0	0	Construction 70% complete. 2025/26 to 2026/27 carryover budget variation to be processed in August 2026 Financial Report.
Bridges							
880017	BRG Fathom Turn Footbridge Maintenance	554,141	554,141	54,141	54,141	500,000	Design 30% complete
880018	BRG - Level Three Inspections	175,542	273,741	48,275	15,542	258,199	Ongoing Program
Parks							
700516	Yalgorup National Park	2,718,115	2,933,818	162,034	144,059	2,789,759	Design Complete - Construction pending environmental approvals.
700575	Coodanup Foreshore Park Upgrade	742,266	1,092,266	124,872	117,973	974,293	Construction 80% complete
700586	Warrungup Spring Reserve Boardwalk Renewal	0	0	0	0	0	Construction 90% complete. 2025/26 to 2026/27 carryover budget variation to be processed in August 2026 Financial Report.
700619	Dawesville SE Foreshore	0	400,000	33,333	0	400,000	Ongoing Project.
700628	Boardwalk and Beach Access Renewal Program	0	100,000	16,667	27,476	72,524	Construction 90% complete.
700629	Eastern Foreshore Boardwalk Renewal	1,369,717	1,623,758	140,887	121,915	1,501,842	Refer to Financial Report, Key Capital Projects table.
700635	Norwich Reserve Upgrade	0	128,000	11,636	0	128,000	Construction 90% complete.
700650	Lakes Lawn Cemetery Recovery	0	0	0	0	0	Construction complete. Finances to be finalised
700653	25-26 Res Elect Meter Replacement	0	0	0	0	0	Committed only.
700657	PRK Bardoc Reserve Upgrade	454,232	454,232	54,232	54,232	400,000	Design Complete
700658	PRK Mississippi Reserve Playground Upgrade	0	50,000	4,167	8,463	41,537	Construction 90% complete.
700660	PRK 26-27 Softfall Rubber Renewal	22,489	22,489	2,697	2,489	20,000	Construction to commence Q1.
700661	PRK 26-27 Signage Renewal	123,304	123,304	63,622	63,304	60,000	Ongoing Program
700662	PRK - Merlin Reserve Renewal	750,090	750,090	80,090	80,090	670,000	Design 60% complete
700670	NEW - Playground, Olive Park Res, Falcon	170,337	170,337	21,900	20,337	150,000	Construction to commence Q1.
700674	PRK 26-27 Park Fixtures New	112,444	112,444	13,486	12,444	100,000	Construction to commence Q2.
700676	PRK 26-27 Retaining Wall	17,710	17,710	2,124	1,960	15,750	Construction to commence Q1.
700682	PRK 26-27 Bin Enclosures Upgrade	56,222	56,222	7,016	23,447	32,775	Construction 10% complete.
700683	New - Regional Multi-use Facility	592,516	662,516	114,153	108,432	554,084	Refer to Financial Report, Key Capital Projects table.
700684	NEW - Lakelands Youth Park	182,330	212,330	35,624	40,210	172,120	Design 10% complete.
700687	Lakelands Dugouts	82,384	82,384	384	384	82,000	Investigative work underway.
700689	PRK - Blue Bay Foreshore Upgrade	59,901	59,901	9,901	9,901	50,000	Concept only.
700690	PRK - 26-27 Shade Sails New	112,444	112,444	14,031	12,444	100,000	Ongoing Program
700691	PRK - Glencoe Reserve Upgrade	11,356	11,356	1,409	1,356	10,000	Design only.
700692	PRK - Dawesville Foreshore Upgrade	30,229	30,229	5,229	5,229	25,000	Concept only.
700693	PRK - Henson Street Renewal Project	259,253	259,253	80,953	32,406	226,847	Construction to commence Q1.
700694	PRK - 26-27 Signage New	100,815	100,815	61,027	60,815	40,000	Ongoing Program.
700695	PRK - Mississippi Amazon Park Upgrade	11,356	11,356	1,356	2,426	8,930	Design only
700696	PRK - 26-27 Boardwalk & Beach Access Rnwl	1,374,845	1,374,845	126,803	120,165	1,254,680	Construction to commence Q3.
700697	PRK - 26-27 Fencing Renewal	132,704	132,704	15,915	14,686	118,018	Construction to commence Q1.
700698	PRK - 26-27 Parks Furniture Renewal	39,420	39,420	4,728	10,938	28,483	Construction 50% complete
700699	PRK - 26-27 Synthetic Turf Cricket Wicket Renewal	6,747	6,747	747	747	6,000	Construction to commence Q3.
700700	PRK - Florida Foreshore Renewal	272,539	272,539	35,039	32,539	240,000	Construction to commence Q2.
700701	PRK - Marungi Reserve Renewal	5,678	5,678	678	1,748	3,930	Design only.
700702	PRK - Linville Reserve Renewal	11,356	11,356	1,409	1,356	10,000	Design only.
700703	NEW - Lakelands Park Compound	23,961	23,961	3,961	3,961	20,000	Project to be withdrawn, works completed in 2025/26.
700704	PRK - 26-27 Irrigation Infrastructure Rnwl	33,733	33,733	4,046	3,733	30,000	Ongoing Program.

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Level of completion indicator, please see table at the end of this note for further detail.

	Account Description	Adopted Budget	Annual Budget	YTD Budget	YTD Actual	Remaining Unspent Funds	Comment
	700705 PRK - Mandurah Quay Marina Path and Landscaping	35,941	35,941	5,941	5,941	30,000	Design only.
	700706 PRK - Seascapes Tanks Renewal	111,642	111,642	12,171	11,642	100,000	Procurement underway
	930050 Caddadup Recycled Water Supply (MAR)	61,408	117,808	30,208	11,408	106,400	Feasibility study in progress
	930045 Major Public Artworks	0	0	0	2,952	(2,952)	Madora Bay Mural - 20% of total contract
	700639 PRK - Hockey Turf Surface Renewal	0	148,714	14,871	0	148,714	Construction 90% complete
	750787 Basketball Half Court Noise Mitigations	0	32,774	2,979	0	32,774	Consultant work underway
	700659 PRK 25-26 Boardwalk and Beach Access Rmwl	0	572,210	47,684	0	572,210	Construction to commence Q3.
	700685 PRK - Rushton North Lighting	0	0	0	0	0	Construction 80% complete. 2025/26 to 2026/27 carryover budget variation to be processed in August 2026 Financial Report.
	700688 Peel Hockey Water Tanks	0	50,000	4,167	0	50,000	In Progress
	Roads						
	501192 Falcon Coastal Shared Path	2,025,589	2,163,610	183,258	91,756	2,071,854	Refer to Financial Report, Key Capital Projects table.
	501293 Shared Path Renewal Program	0	0	0	7,138	(7,138)	Ongoing Program. 2025/26 to 2026/27 carryover budget variation to be processed in August 2026 Financial Report.
	501194 23-24 TM Mandurah Tce/Adonis Rd	368,233	368,233	23,082	23,082	345,150	Construction to commence Q4
	501260 Mewburn Centre Carpark Upgrade	62,272	62,272	12,965	12,965	49,307	Consultant work underway
	501263 Lake Valley Drive and Badgerup Avenue Blackspot	281,956	281,956	17,674	17,674	264,282	Design 90% complete
	501265 Lynda Street and Baroy Street Blackspot	0	630,213	210,071	212,387	417,826	Construction 50% complete
	501291 Pinjarra Road	236,721	236,721	14,839	16,594	220,127	Design only.
	501303 RDS - Renew - The Glen	1,451,889	1,451,889	91,010	91,010	1,360,879	Construction to commence Q3
	501308 TMP - BS - Tuckey Street	0	132,256	18,894	168,336	(36,080)	Construction 90% complete. 2025/26 to 2026/27 carryover budget variation to be processed in August 2026 Financial Report.
	501310 CPK Doddies Beach Carpark Renewal	184,116	184,116	11,541	25,869	158,247	Construction to commence Q1
	501313 TMP - BS Pinjarra -Anstruther Rd Intersct	0	0	0	0	0	In Progress
	501314 CPK Merlin St Carpark Renewal	841,675	841,675	52,759	52,759	788,915	Construction to commence Q2
	501315 RDS - Renew - Exchequer Avenue	674,260	674,260	51,361	51,361	622,899	Construction to commence Q4
	501318 TMP - LATM - Glencoe Parade	268,650	353,013	23,870	16,840	336,173	Design Complete
	501319 TMP - Westview Parade, Wannanup	0	0	0	40,035	(40,035)	Construction 90% complete. 2025/26 to 2026/27 carryover budget variation to be processed in August 2026 Financial Report.
	501320 PTH - Renew - Mandurah Road	0	0	0	91,589	(91,589)	Construction complete. Finances to be finalised. 2025/26 to 2026/27 carryover budget variation to be processed in August 2026 Financial Report.
	501324 PTH - Renewal - Old Coast Road	0	0	0	0	0	Design only.
	501330 CPK - City Centre Parking Plan Delivery	80,000	118,000	3,692	0	118,000	Ongoing Project
	501331 RDS - Renew - Clarice Street	0	214,608	35,768	19,007	195,602	Construction 90% complete
	501342 SLF - 26-27 Street Furniture New	42,722	42,722	722	722	42,000	Ongoing Program
	501348 RDS - Old Coast Road - Resurface	96,082	96,082	7,319	7,319	88,763	Construction to commence Q2
	501349 RDS - Balmoral Parade - Resurface	250,825	250,825	19,106	19,106	231,718	Construction to commence Q1
	501350 RDS - Florida Parade Resurface	368,876	368,876	28,099	28,099	340,778	Construction to commence Q1
	501352 RDS - Nettle Place - Resurface	62,931	62,931	4,794	5,974	56,957	Construction to commence Q2
	501353 RDS - Pioneer Court - Resurface	207,666	207,666	15,819	26,219	181,448	Construction to commence Q1
	501354 RDS - Priam Road - Resurface	218,011	218,011	16,607	16,607	201,404	Construction to commence Q2
	501355 RDS - Westbury Way Resurface	321,397	321,397	24,482	32,209	289,188	Construction to commence Q1
	501356 RDS - Wisteria Gardens - Resurface	130,638	130,638	9,951	14,577	116,061	Construction to commence Q1
	501357 RDS - Castlewood & Surrounds Resurface	532,626	532,626	40,572	57,684	474,942	Construction to commence Q1
	501359 RDS - Irving Avenue - Resurface	304,816	304,816	23,219	23,219	281,597	Construction to commence Q1
	501360 SLF - 26-27 Street Furniture Renewal	45,773	45,773	773	773	45,000	Ongoing Program
	501361 RDS - Bortolo Road - Rehabilitation	1,993,243	1,993,243	124,944	124,944	1,868,299	Construction to commence Q3
	501362 RDS - Peel Street - Preservation	662,819	662,819	41,548	41,548	621,271	Construction to commence Q4
	501363 RDS - Mandurah Terrace - Resurface	1,376,138	1,376,138	104,826	104,826	1,271,312	Refer to Financial Report, Key Capital Projects table.
	501364 RDS - Gordon Road - Rehabilitation	21,042	21,042	1,319	1,319	19,723	Design Only
	501365 CPK - Breakwater Boat ramp - Renewal	10,521	10,521	10,521	659	9,861	Design Only
	501366 CPK - Harold Thomson Reserve - Upgrade	17,578	17,578	2,786	2,786	14,792	Design Only
	501367 TMP - Wattleglen Avenue, Erskine	15,781	15,781	989	989	14,792	Design Only
	501368 TMP - Sabina Drive, Madora Bay	214,783	214,783	13,463	13,463	201,319	Design 10% complete
	501369 TMP - Tuckey-Sutton Mandurah	228,713	228,713	14,337	14,337	214,377	Construction to commence Q1
	501370 TMP - Ormsby Terrace - Henson Street Intersection, Mandurah	5,260	5,260	330	330	4,931	Design Only
	501371 RDS - Seascapes Boulevard - Resurface	286,560	286,560	21,828	21,828	264,732	Construction to commence Q2
	501372 RDS - Rio Grande Avenue - Rehabilitation	52,605	52,605	3,297	3,297	49,307	Design Only
	501373 RDS - Waterside Drive - Resurface	1,313,683	1,313,683	100,068	100,068	1,213,614	Construction to commence Q1
	501374 RDS - Education Drive - Resurface	5,260	5,260	401	401	4,860	Design Only
	501375 TMP - Lilydale Drive, Lakelands	15,781	15,781	989	989	14,792	Design Only
	501376 TMP - Pinjarra Rd and Parkview Rd Intersection	70,252	70,252	4,404	4,404	65,849	Design 20% complete
	501377 RDS - Peelwood Parade - Resurface	1,346,749	1,346,749	102,587	102,587	1,244,162	Construction to commence Q1

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Level of completion indicator, please see table at the end of this note for further detail.

Account Description		Adopted Budget	Annual Budget	YTD Budget	YTD Actual	Remaining Unspent Funds	Comment
501378	PTH - 26-27 Path Renewal Program	578,651	578,651	39,142	36,272	542,379	Ongoing Program
501129	Trails Project	0	330,000	27,500	0	330,000	Construction 10% complete
501311	TMP - LATM Oakmont Avenue	0	138,988	15,443	0	138,988	Construction 60% complete
501294	SLF - Decorative Streetlighting Renewal	0	409,341	68,224	0	409,341	Ongoing Program
501321	PTH - Renew - Caddadup Reserve	0	99,000	8,250	0	99,000	Construction to commence Q4
501317	TMP - Dandaragan Drive	0	53,000	6,625	0	53,000	Construction to commence Q1
501316	TMP - Cossack Way	0	35,088	5,848	0	35,088	Design Complete
501175	24-25 TM Discretionary Traffic Management	0	89,864	14,977	0	89,864	Ongoing Program
501345	SLF - City Centre Lighting Audit	0	35,000	5,833	0	35,000	Ongoing Program
Drainage							
600208	DRG - Mandurah Gardens Est	126,251	126,251	7,914	7,914	118,337	Design 50% complete
600209	DRG - Portmarnock Circle	157,814	157,814	9,892	9,892	147,922	Procurement underway
600213	DRG - Scenic Dr and Philante St Int	157,814	157,814	9,892	9,892	147,922	Procurement underway
600219	DRG - Lyelta Street	99,949	99,949	6,265	6,265	93,684	Procurement underway
600220	DRG - Durham Crescent	205,158	205,158	12,860	16,028	189,130	Construction to commence Q3
600225	DRG - Mississippi Drive	210,419	210,419	13,190	13,190	197,229	Construction to commence Q1
600226	DRG - Parkview Street	84,167	84,167	5,276	51,607	32,561	Construction to commence Q2
Coastal & Estuary							
911015	C&M - 25-26 Doddys Beach Protection	1,458,242	1,458,242	139,242	139,242	1,319,000	Design 90% complete
911014	C&M - 25-26 Town Beach Seawall Renewal	0	278,041	46,340	0	278,041	Construction 90% complete
911016	C&M - 25-26 Waterside Foreshore seawall	315,086	315,086	30,086	30,086	285,000	Consultant work underway.
911018	C&M - 25-26 Memorial Park Seawall	243,225	243,225	23,225	23,225	220,000	Consultant work underway.
911019	C&M - 25-26 Darwin Tce Public Jetty Renew	199,002	199,002	19,002	19,002	180,000	Design complete
911020	C&M - 25-26 Birchley Rd Boat Ramp Upgr	967,371	967,371	92,371	92,371	875,000	Refer to Financial Report, Key Capital Projects table.
911024	C&M - Soldiers Cove Seawall	82,440	82,440	7,440	7,440	75,000	Design only
911025	C&M - Mary St Upper Apron Renewal	105,499	105,499	5,499	5,499	100,000	Design 10% complete
911026	C&M - Tuckey Lane Seawall Renewal	54,960	54,960	4,960	4,960	50,000	Design only
911027	C&M - Mary St Rock Protection Renewal	79,125	79,125	4,125	4,125	75,000	Design 10% complete
Equipment							
930043	Christmas Decorations Program	200,000	200,000	0	350	199,650	Ongoing Program.
820195	Furniture & Equipment	51,214	51,214	4,268	0	51,214	Ongoing Program.
770023	WMC - Waste Compactor	880,000	880,000	73,333	0	880,000	Acquisition to occur Q4
820198	CCTV Storage	0	77,000	6,417	0	77,000	Procurement underway.
820199	MARC Generator	30,000	30,000	2,500	0	30,000	Design only
Plant & Machinery							
770001	Replacement Light Passenger Vehicles	175,000	280,000	23,333	0	280,000	Ongoing Program
770002	Replacement Light Commercial Vehicles	765,000	1,200,000	100,000	0	1,200,000	Ongoing Program
770006	Trucks and Buses	2,230,500	2,230,500	185,875	0	2,230,500	Ongoing Program
770009	Parks and Mowers	28,000	28,000	2,333	0	28,000	Ongoing Program
770010	New - Heavy Vehicles Plant and Equipment	0	0	0	0	0	Ongoing Program
770011	Miscellaneous Equipment	0	0	0	0	0	Ongoing Program
770007	Trailers	93,380	93,380	7,782	0	93,380	Ongoing Program
770012	New - Vehicle and Small Plant Program	200,000	200,000	16,667	0	200,000	Ongoing Program
Other Infrastructure							
930048	LTFP Program - CSRFF	150,000	150,000	12,500	0	150,000	Ongoing Program
950831	Health Sampling	30,000	30,000	2,500	0	30,000	Acquisition to be completed in Q3.
950832	Marina Sullage Pump	40,000	40,000	3,333	0	40,000	Investigative work underway.
Waterfront Redevelopment							
700055	Waterfront Project	0	238,443	39,740	5,266	233,177	Construction 90% complete
700665	New - Western Foreshore Leisure Precinct	343,092	343,092	63,092	63,092	280,000	Design 10% complete
911022	C&M - Western Foreshore Coastal Protection	907,957	1,082,957	122,541	107,957	975,000	Design 10% complete
Grand Total		49,221,399	57,253,977	5,085,753	4,258,588	52,995,389	

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 JULY 2026

FINANCING ACTIVITIES
NOTE 7
BORROWINGS

Repayments - Borrowings

Information on Borrowings Particulars	1 July 2026	New Loans		Principal Repayments		Principal Outstanding		Interest Repayments	
		Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget
	\$	\$	\$	\$	\$	\$	\$	\$	\$
Law, order, public safety									
Bortolo Fire Track Water Infrastructure	28,748	-	-	284	5,376	28,465	23,363	164	1,864
Community amenities									
Halls Head Recycled Water 2019/20	99,756	-	-	1,873	25,906	97,884	70,459	560	5,831
Ablutions 2021/22	151,588	-	-	2,009	33,953	149,579	111,380	821	796
Recreation and culture									
Falcon Seawall	344,444	-	-	9,244	123,686	335,200	206,380	1,859	4,064
Mandjar Square Stage 3 and 4	206,252	-	-	5,429	65,459	200,823	130,118	1,155	9,357
Novara Foreshore Stage 3	83,352	-	-	2,191	26,422	81,160	52,400	467	3,902
Falcon Skate Park Upgrade	54,424	-	-	1,030	15,174	53,394	38,653	306	3,275
Falcon Bay Foreshore Stage 3 of 4	136,984	-	-	2,596	38,670	134,389	93,362	769	6,732
Mandjar Square Final Stage	137,346	-	-	2,600	38,705	134,746	93,669	771	7,000
Westbury Way North side POS Stage 3	100,917	-	-	1,893	25,884	99,024	71,663	567	5,893
Smart Street Mall Upgrade 2019/20	196,576	-	-	3,787	61,890	192,788	133,988	1,104	9,697
Smart Street Mall 2020/21	606,034	-	-	8,967	143,330	597,066	430,686	3,234	70,999
Enclosed Dog Park	13,045	-	-	187	2,683	12,858	9,886	73	743
Falcon Bay Upgrade - Stage 4 of 5	149,121	-	-	2,174	35,930	146,947	108,180	839	3,247
Novara Foreshore Stage 4	61,377	-	-	888	13,292	60,489	45,863	345	2,603
Bortolo Reserve - Shared Use Parking and Fire Track Facility	159,197	-	-	2,322	39,324	156,876	113,542	895	17,722
South Harbour Paving Upgrade Stage 2	31,926	-	-	457	6,648	31,469	24,140	180	1,823
Eastern/ Western Foreshore 2020/21	552,912	-	-	8,241	144,777	544,671	389,014	2,970	6,882
Falcon Skate Park Upgrade 2020/21	46,460	-	-	672	9,984	45,788	34,790	261	1,725
Eastern/ Western Foreshore 2021/22	902,451	-	-	12,161	204,622	890,290	660,821	4,891	12,892
Parks and Reserves Upgrades 2021/22	292,000	-	-	3,933	66,301	288,067	213,886	1,592	2,362
Mandurah Library Re Roofing Project	73,737	-	-	889	15,706	72,848	55,432	420	3,216
Enclosed Dog Park 2021/22	110,531	-	-	1,415	24,535	109,116	81,559	629	14,777
Falcon Bay Upgrade - Stage 4 of 5 2021/22	44,407	-	-	565	9,813	43,842	33,034	253	1,508
Novara Foreshore Stage 4 2021/22	138,119	-	-	1,830	30,977	136,288	101,725	751	943
Smart Street Mall 2021/22	372,213	-	-	5,000	84,365	367,213	272,743	2,031	43,668
Falcon Reserve Activation Plan Stage 3	246,318	-	-	3,145	53,736	243,172	192,378	1,333	20,663
2022/23 Parks and Reserves Upgrades	239,726	-	-	3,071	52,392	236,655	187,106	1,295	17,723
Kangaroo Paw Park	189,503	-	-	2,414	41,292	187,088	148,087	1,027	13,663
Seascapes Boardwalk	122,884	-	-	1,538	26,868	121,345	95,930	701	663
Bruce Cresswell Reserve	120,964	-	-	1,504	26,328	119,459	94,553	690	11,669
Falcon Bay Stage 5 of 5	89,848	-	-	1,111	19,476	88,737	70,306	512	580
Mandurah Community Museum Roof and Gutters	80,014	-	-	1,000	17,472	79,014	62,482	456	527
2022/23 South Harbour Upgrades	63,535	-	-	780	13,704	62,755	49,765	362	337
Pleasant Grove Foreshore	39,006	-	-	439	7,932	38,567	31,069	222	2,550
Smart Street Mall Upgrade	38,783	-	-	437	7,896	38,347	30,882	221	2,536
Parks & Reserves Program	2,881,728	-	-	23,790	450,792	2,857,938	2,431,149	13,776	155,317
Parks & Reserves Upgrade 24-25	1,088,922	-	-	7,534	150,960	1,081,388	938,009	5,046	58,175
Parks & Reserves Upgrade 25-26	1,521,139	-	-	9,255	139,239	1,521,139	1,510,761	7,427	90,022
Halls Head Bowling Club upgrade [28]	90,072	-	-	3,834	47,125	86,238	39,304	497	4,054
MARC Solar Plan [30]	53,281	-	-	2,252	26,470	51,029	24,339	294	2,202
Novara Foreshore Development [32]	93,937	-	-	4,020	53,992	89,917	33,907	518	1,340
Falcon Bay Foreshore Upgrades [33]	101,279	-	-	4,299	54,087	96,980	41,116	559	4,395
Mandjar Square Development [35]	116,321	-	-	4,981	65,628	111,340	45,006	642	1,205
Lakelands DOS [37]	464,460	-	-	20,699	336,456	443,761	127,853	2,469	8,246
26/27 Parks & Reserves Program	0	-	2,000,000	-	-	-	2,000,000	-	0
Transport									

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 JULY 2026

FINANCING ACTIVITIES
NOTE 7
BORROWINGS

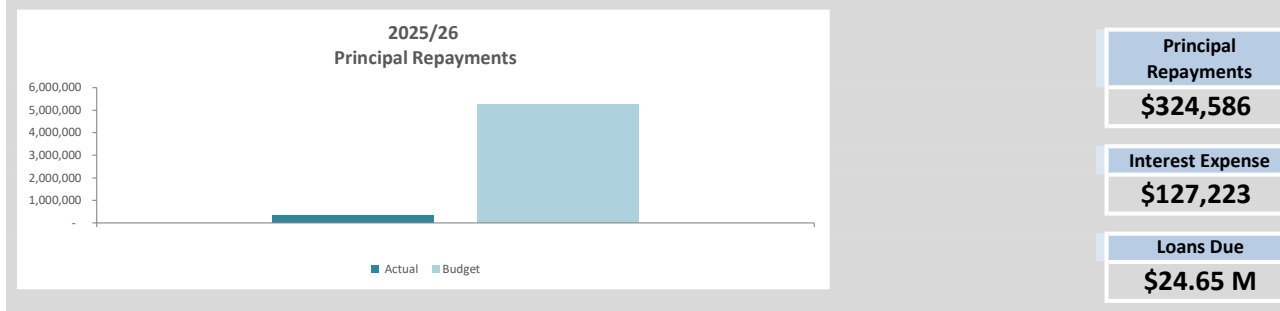
Repayments - Borrowings

Information on Borrowings Particulars	1 July 2026	New Loans		Principal Repayments		Principal Outstanding		Interest Repayments	
		Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget
New Road Construction 2018/19	571,644	-	-	15,358	204,452	556,286	343,348	3,062	8,009
New Boardwalks 18/19	202,325	-	-	5,330	65,840	196,995	125,382	1,133	4,547
Pinjarra Road Carpark	83,606	-	-	2,193	26,422	81,413	52,667	468	4,169
Coodanup Drive - Road Rehabilitation	42,718	-	-	1,115	13,201	41,603	27,280	239	2,516
South Harbour Upgrade 2019/20	113,772	-	-	2,149	29,813	111,623	79,982	639	5,409
New Road Construction 2019/20	297,363	-	-	5,875	109,344	291,489	187,704	1,600	2,271
New Roads 2020/21	303,010	-	-	4,518	76,409	298,492	216,136	1,617	2,777
Carryover Roads 2020/21	302,255	-	-	4,000	67,803	298,256	221,161	1,650	2,633
Roads 2021/22	153,903	-	-	2,004	34,054	151,899	112,798	834	966
Carparks 2021/22	101,108	-	-	1,305	22,569	99,803	74,472	576	880
Cambria Island Abutment Wall	36,582	-	-	467	8,098	36,115	27,290	208	1,304
RC Pinjarra Road Stage 3	308,061	-	-	3,912	67,164	304,149	240,708	1,685	3,299
RC Pinjarra Road Stage 4	308,077	-	-	3,912	67,164	304,165	240,724	1,685	3,300
Cambria Island Abutment Walls Repair	166,153	-	-	2,094	36,060	164,059	129,991	911	2,320
SP Halls Head PSP	122,884	-	-	1,574	26,868	121,310	95,930	665	663
RC Peel Street	69,559	-	-	846	14,916	68,713	54,586	397	400
Torcello Mews Canal PAW Renewal	62,255	-	-	765	13,440	61,490	48,747	355	332
Halls Head Pde Beach Central CP Stage 2	60,771	-	-	742	13,068	60,029	47,655	347	318
Halls Head Parade Car Park Stage 2a	34,736	-	-	362	6,720	34,375	28,011	198	2,260
Senior Citizens Carpark	9,242	-	-	82	1,620	9,160	7,613	53	596
Roads & Drainage Program	1,981,146	-	-	16,444	309,912	1,964,702	1,671,376	9,382	106,778
Roads & Drainage Program 24-25	2,028,733	-	-	13,607	281,232	2,015,125	1,747,608	9,829	110,692
Roads & Drainage Program 25-26	551,284	-	-	3,474	46,486	551,284	504,385	2,572	30,055
Mandurah Marina [29]	53,268	-	-	2,252	26,506	51,016	24,253	294	2,201
MARC Carpark [31]	76,894	-	-	3,265	39,758	73,629	33,502	424	3,588
Mandurah Foreshore Boardwalk Renewal [34]	107,129	-	-	4,579	60,270	102,550	40,598	591	1,079
New Road Construction [36]	257,096	-	-	11,287	170,028	245,809	86,964	1,418	3,300
Smoke Bush Retreat Footpath [38]	27,745	-	-	1,169	13,234	26,576	13,274	153	1,363
Bridges Program	0	-	300,000	-	-	-	300,000	-	0
Carpark Program	0	-	400,000	-	-	-	400,000	-	0
26/27 Roads & Drainage Program	0	-	1,300,000	-	-	-	1,300,000	-	0
Economic services									
Mandurah Ocean Marina Chalets Refurbishment	90,052	-	-	1,188	20,403	88,864	66,058	513	573
Other property and services									
Civic Building - Tuckey Room Extension	207,286	-	-	5,451	65,758	201,835	130,570	1,161	9,370
Building Renewal & Upgrades Program	1,180,184	-	-	9,896	184,620	1,170,288	995,645	5,489	63,608
Mandurah Quay Seawall Repair	1,651,236	-	-	10,047	128,269	1,641,190	1,391,731	8,062	82,930
Building Renewal & Upgrades Program 24-25	664,254	-	0	4,583	91,752	659,670	572,526	3,063	35,479
26-27 Building Renewal & Upgrades	0	-	3,500,000	-	-	-	3,500,000	-	0
Coastal & Marine Infrastructure Progra,	0	-	1,000,000	-	-	-	1,000,000	-	0
	24,961,969	0	8,500,000	324,586	5,228,510	24,650,112	27,895,414	127,223	949,523
Total	24,961,969	0	8,500,000	324,586	5,228,510	24,650,112	27,895,414	127,223	949,523
Current borrowings	5,228,510		8,500,000	324,586	5,228,510	5,005,706	5,228,510	127,223	949,523
Non-current borrowings	19,733,459					19,644,406	22,666,904		
	24,961,969					24,650,112	27,895,414		

All debenture repayments were financed by general purpose revenue.

KEY INFORMATION

All loans and borrowings are initially recognised at the fair value of the consideration received less directly attributable transaction costs. After initial recognition, interest-bearing loans and borrowings are subsequently measured at amortised cost using the effective interest method. Fees paid on the establishment of loan facilities that are yield related are included as part of the carrying amount of the loans and borrowings.



NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 JULY 2026

OPERATING ACTIVITIES
NOTE 8
CASH RESERVES

Cash Backed Reserve

Reserve Name	Opening Balance	Budget Interest Earned	Actual Interest Earned	Budget Transfers In (+)	Actual Transfers In (+)	Budget Transfers Out (-)	Actual Transfers Out (-)	Budget Closing Balance	Actual YTD Closing Balance
	\$	\$	\$	\$	\$	\$	\$	\$	\$
Building	10,824,110	515,721	(77,185)	0	0	(684,176)	0	10,655,655	10,746,925
Parking	543,070	25,875	(4,121)	0	0	0	0	568,944	538,948
Asset Management	29,995,092	953,387	(108,634)	0	0	(15,951,290)	(221,659)	14,997,189	29,664,799
Cultural Centre	493	0	0	0	0	0	0	493	493
Sustainability	246,853	11,761	(943)	0	0	(128,400)	0	130,215	245,910
Waste Reserve	7,548,773	361,762	(34,489)	0	0	(3,149,256)	(17,225)	4,761,279	7,497,059
Interest Free Loans	191,704	0	0	0	0	0	0	191,704	191,704
CLAG	17,240	821	(203)	10,000	0	0	0	28,062	17,037
Mandurah Ocean Marina	200,783	9,566	(1,524)	0	0	0	0	210,350	199,260
Waterways	146,842	6,996	(1,114)	0	0	0	0	153,838	145,727
Port Mandurah Canals Stage 2 Maintenance	105,032	5,004	(797)	0	0	0	0	110,036	104,235
Mariners Cove Canals	95,698	4,560	(726)	0	0	0	0	100,257	94,972
Port Bouvard Canal Maintenance Contributions	301,213	14,351	(2,286)	0	0	0	0	315,565	298,928
Unspent Grants & Contributions	3,273,620	0	0	0	0	(1,462,109)	0	1,811,511	3,273,620
Long Service Leave	2,788,302	132,850	(16,168)	0	0	(689,149)	0	2,232,004	2,772,135
Bushland and Environmental Protection	1,910,172	91,011	(14,496)	0	0	0	0	2,001,183	1,895,676
Coastal Storm Contingency	291,585	13,893	(2,213)	0	0	0	0	305,478	289,372
Digital Futures	64,146	3,056	(487)	0	0	0	0	67,202	63,659
Decked Carparking	1,137,740	54,208	(8,634)	0	0	0	0	1,191,949	1,129,106
Specified Area Rates - Waterside Canals	117,997	5,622	0	0	0	(2,942)	0	120,677	117,997
Specified Area Rates - Port Mandurah Canals	128,904	6,142	6,887	75,400	0	0	0	210,446	135,791
Specified Area Rates - Mandurah Quay Canals	308,340	397	16,654	1,989	0	0	0	310,726	324,994
Specified Area Rates - Mandurah Ocean Marina	1,329,721	63,355	0	149,815	0	0	0	1,542,891	1,329,721
Specified Area Rate - Port Bouvard Canals	183,055	8,722	8,465	78	0	0	0	191,855	191,520
Specified Area Rate - Mariners Cove	6,674	318	487	358	0	0	0	7,350	7,161
Specified Area Rate - Eastport	70,810	3,374	2,824	964	0	0	0	75,147	73,634
Specified Area Rate - Southport	0	0	2,824	4,500	0	0	0	4,500	2,824
Sportclubs Maintenance Levy	459,753	21,905	(3,489)	0	0	0	0	481,659	456,264
City Centre Land Acquisition Reserve	2,186,631	104,183	(16,594)	0	0	0	0	2,290,814	2,170,037
Lakelands Community Infrastructure Reserve	1,243,212	59,234	(9,434)	0	0	0	0	1,302,445	1,233,777
Plant Reserve	2,403,083	101,726	(9,782)	0	0	(1,154,363)	0	1,350,445	2,393,300
Workers Compensation Reserve	338,129	16,110	(2,566)	0	0	0	0	354,239	335,563
Restricted Cash Reserve	1,800,027	0	0	0	0	(1,797,071)	0	2,956	1,800,027
Mandurah Quay Seawall Reserve	0	0	0	86,100	0	(86,100)	0	0	0
Community Safety	450,199	21,450	(3,416)	0	0	0	0	471,649	446,783
Public Art Reserve	411,533	19,608	(3,775)	90,000	0	0	0	521,140	407,758
Large-Scale Arts and Culture Attraction Reserve	0	0	0	0	0	0	0	0	0
Cash in Lieu of Open Space Contributions	197,176	8,967	1,852	0	0	(33,000)	0	173,143	199,028
Mandurah Ocean Marina - Chalets	-	21,581		452,954	0	0	0	474,535	0
	71,317,711	2,667,520	(283,084)	872,157	0	(25,137,855)	(238,884)	49,719,533	70,795,743

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 JULY 2026

NOTE 9

OPERATING GRANTS AND CONTRIBUTIONS

Provider	Unspent Operating Grant, Subsidies and Contributions Liability				Operating Grants, Subsidies and Contributions Revenue			
	Liability 1-Jul	Increase in Liability	Liability Reduction (As revenue)	Liability 30-Jun	Adopted Budget	Budget Variations	Annual Budget	YTD Revenue Actual
	\$	\$	\$	\$	\$	\$	\$	\$
Operating Grants and Subsidies								
General purpose funding								
2025-26 Financial Assistance Grant - Local Roads	0	0	0	0	1,728,512	0	1,728,512	0
2025-26 Financial Assistance Grant - General Roads	0	0	0	0	2,531,730	0	2,531,730	0
Law, order, public safety								
Southern Districts Bush Fire Brigade LGGS: DFES	0	0	0	0	42,200	0	42,200	11,080
Bushfire Mitigation: DFES	0	0	0	0	105,500	0	105,500	0
SES LGGS: 2025/26 DFES	0	0	0	0	63,300	0	63,300	16,792
Bushfire Risk Mitigation Coordinator Grant: DFES	13,848	0	0	13,848	87,510	0	87,510	0
Stronger Suburbs Cocooning Project	35,072	0	0	35,072	2,864	20,000	22,864	0
Education and welfare								
Waterwise Verge Grant: Water Corp	0	0	0	0	10,550	0	10,550	0
Waterwise Initiative Funding 2025/2026	0	0	0	0	0	0	0	0
Suicide Prevention Grant: WA Mental Health Commission	17,500	0	0	17,500	0	0	0	0
Aboriginal Mental Health Grant	0	0	0	0	18,463	0	18,463	0
Volunteer Luncheon	0	0	0	0	0	0	0	0
WA Bike Month 25	0	0	0	0	0	0	0	0
Community amenities								
Bus Shelter Maintenance Assistance Scheme: PTA	0	0	0	0	19,647	0	19,647	0
Direct Grant	0	0	0	0	531,512	0	531,512	0
Recreation and culture								
Crabfest: Tourism WA 2026	0	0	0	0	172,121	0	172,121	0
Crab Fest: Galati Group - Spud Shed	0	0	0	0	0	0	0	0
Crab Fest: WA Return Recycle Renew Limited	0	0	0	0	0	0	0	0
Crab Fest: WA Automotive	0	0	0	0	0	0	0	0
Crab Fest: Satterly	0	0	0	0	0	0	0	0
Crab Fest: Alcoa	0	0	0	0	0	0	0	0
Crab Fest: DPIRD	0	0	0	0	0	0	0	0
Christmas Pageant: Lotterywest	0	0	0	0	0	0	0	0
Christmas Light Trails: Lotterywest	0	0	0	0	0	0	0	0
Christmas Carols: Lotterywest	0	0	0	0	0	0	0	0
Christmas: Tourism WA	0	0	0	0	0	0	0	0
Every Club Funding 2025: DLGSC	37,908	0	0	37,908	0	0	0	0
Gnoonie Youth Football Cup: Healthway	0	0	0	0	3,037	0	3,037	0
Mandurah Estuarine CHRMAP - DPLH	140,000	0	0	140,000	0	100,000	100,000	0
Community Action Plan: Alcohol and Drug Foundation	17,077	0	0	17,077	17,290	23,050	40,340	0
Australia Day 2026 Community Events Grant Program	0	0	0	0	15,825	0	15,825	0
CASM Art in Residency - DLGSCI	42,000	0	0	42,000	44,310	23,055	67,365	0
Better Beginnings Community Garden Storytime – Let's Grow	0	0	0	0	0	0	0	0
Together!	21,727	0	0	21,727	0	0	0	0
Community Gardens Program - DOC	2,549	0	0	2,549	0	0	0	0
	327,682	0	0	327,682	5,394,371	166,105	5,560,476	27,872
TOTALS	327,682	0	0	327,682	5,394,371	166,105	5,560,476	27,872

* The Note 9 above relates to Operating Grants, Subsidies and Contributions with contract liability

Ordinary Council Meeting Agenda - 25 August 2026

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 JULY 2026

NOTE 10
NON-OPERATING GRANTS AND CONTRIBUTIONS

Provider	Unspent Non Operating Grants, Subsidies and Contributions Liability				Non Operating Grants, Subsidies and Contributions Revenue			
	Liability	Increase in Liability	Liability Reduction	Liability	Adopted Budget Revenue	Budget Variations	Annual Budget	YTD Revenue Actual (b)
	1-Jul	Liability	(As revenue)	30-Jun	\$	\$	\$	\$
Non-Operating Grants and Subsidies								
Community amenities								
911014 C&M - 25-26 Town Beach Seawall Renewal	117,856	-	-	117,856	-	278,041	278,041	0
911015 C&M - 25-26 Doddiss Beach Protection	-	-	-	0	659,500	-	659,500	0
Recreation and culture								
750790 New - MARC Sports Court Upgrade	-	-	-	0	460,500	70,000	530,500	0
750827 NEW - Peelwood Reserve Oval Storage	197,651	-	-	197,651	150,000	47,651	197,651	0
750732 Dawesville Community Centre	1,231,674	-	(70,157)	1,161,517	-	850,000	850,000	70,157
700683 New - Regional Multi-use Facility	-	-	-	0	592,516	70,000	662,516	0
700662 PRK 25-26 Merlin Res Sport Light Renewal	118,500	30,000	-	148,500	320,000	-	320,000	0
750854 BLD - Bortolo Pavillion Improvements	-	-	-	0	45,000	-	45,000	0
700685 PRK - Rushton North Lighting - Club Night Lights Program	112,674	-	-	112,674	-	-	0	0
700685 PRK - Rushton North Lighting	100,000	-	-	100,000	-	-	0	0
700687 Lakelands Dugouts	-	-	-	0	82,000	-	82,000	0
700688 Peel Hockey Water Tanks	50,000	-	-	50,000	-	50,000	50,000	0
750825 NEW - Town Beach SLS Storage	24,085	-	-	24,085	170,000	-	170,000	0
750856 BLD - SMFC Clubhouse Upgrades	-	60,000	(13,696)	46,304	175,000	-	175,000	13,696
820199 MARC Generator	-	-	-	0	30,000	-	30,000	0
750832 SES - Training Roof Facility and Screen	-	4,089	(495)	3,595	-	-	0	495
Transport								
880017 BRG Fathom Turn Footbridge Maintenance	-	-	-	0	-	-	0	0
501291 Pinjarra Road	-	-	-	0	150,000	-	150,000	0
501361 RDS - Bortolo Road - Rehabilitations	-	-	-	0	1,263,033	-	1,263,033	0
501192 Falcon Coastal Shared Path	-	-	-	0	1,000,000	109,521	1,109,521	0
501303 RDS - The Glen - Rehabilitation	-	-	-	0	650,000	-	650,000	0
501363 RDS - Mandurah Terrace - Resurface	-	-	-	0	872,000	-	872,000	0
501373 RDS - Waterside Drive - Resurface	-	-	-	0	500,000	-	500,000	0
501313 TMP - BS Pinjarra-Anstruther Rd Intersct	171,992	-	-	171,992	-	-	0	0
501362 RDS - Peel Street - Preservation	-	-	-	0	420,000	-	420,000	0
501315 RDS - Exchequer Avenue Resurface	-	-	-	0	305,707	-	305,707	0
501377 RDS - Peelwood Parade - Resurface	-	-	-	0	853,377	-	853,377	0
501263 TMP - Lake Valley Drive and Badgerup Avenue	-	-	-	0	267,995	-	267,995	0
501369 TMP - Tuckey -Sutton Mandurah	-	-	-	0	217,389	-	217,389	0
501265 Lynda Street and Baroy Street Blackspot	66,475	-	(66,475)	(0)	-	390,034	390,034	66,475
501376 TMP - Pinjarra Rd and Parkview Rd Intersection	-	-	-	0	66,774	-	66,774	0
501311 TMP - LATM - Oakmont Avenue	-	-	-	0	-	48,379	48,379	0
501318 TMP - LATM - Glencoe Parade	11,440	-	-	11,440	170,232	50,979	221,211	0
501129 Trails Project	168,995	-	-	168,995	-	155,134	155,134	0
501194 TM Mandurah Tce/Adonis Rd	20,657	-	-	20,657	233,333	-	233,333	0
700516 Yalgorup National Park	1,012,320	-	-	1,012,320	1,286,303	215,703	1,502,006	0
911020 C&M - 25-26 Birchley Rd Boat Ramp Upgr	-	-	-	0	678,750	-	678,750	0
Expanding the Changing Places Network	100,000	-	-	100,000	-	-	0	0
501113 SP Halls Head PSP	-	-	-	0	-	-	0	0
501213 23-24 RS Charon Rd	1,906	-	-	1,906	-	-	0	0
501277 Hennessey Place	-	-	-	0	-	-	0	0
501226 Rakoa Street Road Resurface	-	-	-	0	-	-	0	0
501284 Soldiers Cove Terrace Resurface	-	-	-	0	-	-	0	0
501227 Rouse Rd Road Resurface	-	-	-	0	-	-	0	0
501235 RC Peel Street Stage 4	-	-	-	0	-	-	0	0
	3,506,225	94,089	(150,823)	3,449,491	11,619,409	2,335,442	13,954,851	150,823
Non-Operating Contributions								
Recreation and culture								
Transport								
Other property and services								
Total Non-operating grants, subsidies and contributions	3,506,225	94,089	(150,823)	3,449,491	11,619,409	2,335,442	13,954,851	150,823

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 JULY 2026**

The following are for consideration for Council to approve as budget variations

**NOTE 11
PROPOSED BUDGET VARIATIONS FOR COUNCIL APPROVAL**

GL Code	Description	Council Resolution	Classification	Non Cash Adjustment	Increase in Available Cash	Decrease in Available Cash	Amended Budget Running Balance
				\$	\$	\$	\$
							(499,178)
XXXXX-XXXX-XXXX-41403	Digital Speed Signs - Capital Grant Revenue		Capital Revenue		90,000		(409,178)
XXXXX-XXXX-XXXX-XXXXX	Digital Speed Signs - Capital Expense		Capital Expenses			(90,000)	(499,178)
930045-6600-1001-61129	Major Public Artworks		Capital Expenses			(47,273)	(546,451)
	Public Art Reserve		Other: Transfer Out Reserve		47,273		(499,178)
750825-6100-1001-61129	New - Town Beach SLS Storage		Capital Expenses			(119,085)	(618,263)
750825-6100-1263-41403	New - Town Beach SLS Storage - Lotterywest Grant		Capital Revenue		31,666		(586,597)
750825-6100-1263-41403	New - Town Beach SLS Storage - State Government Grant		Capital Revenue		55,751		(530,846)
930048-6500-1001-61129	CSRFF Program Project		Capital Expenses		31,668		(499,178)
	Transfer from Unspent Grant Reserve		Other: Transfer Out Reserve		24,085		(475,093)
	Contract Liability		Non Cash Item	(24,085)			(499,178)
				(24,085)	190,443	(256,358)	(499,178)

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 JULY 2026**

Amendments to original budget since budget adoption. Surplus/(Deficit)
A positive number in the amended budget running balance represents an estimated closing surplus.
A negative number in the amended budget running balance represents an estimated closing deficit

**NOTE 12
BUDGET AMENDMENTS APPROVED**

GL Code	Description	Council Resolution	Classification	Non Cash Adjustment	Increase in Available Cash	Decrease in Available Cash	Amended Budget Running Balance
				\$	\$	\$	\$
	Capital Carryover - Capital adjustment	Jun OCM 26/63	Capital Expenses			(7,492,577)	(499,178)
	Capital Carryover - Transfer to Asset Management Reserve	Jun OCM 26/63	Other: Transfer Out Reserve		5,034,735		(7,991,755)
	Capital Carryover - Cash in Leiu Reserve	Jun OCM 26/63	Other: Transfer Out of Reserve		33,000		(2,957,020)
	Capital Carryover - Transfer to Sustainability Reserve	Jun OCM 26/63	Other: Transfer Out Reserve		56,400		(2,924,020)
	Capital Carryover - Grants and contributions adjustments	Jun OCM 26/63	Capital Revenue		2,335,442		(2,867,620)
	Capital Carryover - Grants and contributions adjustments	Jun OCM 26/63	Other: Transfer Out of Reserve		1,430,332		(532,178)
	Capital Carryover - Contract Liability	Jun OCM 26/63	Non Cash Item	(1,430,332)			898,154
	Operating Carryovers - Increase in Contracts and Materials	Jun OCM 26/63	Operating Expenses			(1,851,898)	(532,178)
	Operating Carryovers - Unspent Grant Reserve	Jun OCM 26/63	Other: Transfer Out of Reserve		31,777		(2,384,076)
	Operating Carryovers - Restricted Cash Reserve	Jun OCM 26/63	Other: Transfer Out of Reserve		1,797,071		(2,352,299)
	Operating Carryovers - Reduction in Operating Revenue	Jun OCM 26/63	Operating Revenue		166,105		(555,228)
	Operating Carryovers - Contract Liability	Jun OCM 26/63	Non Cash Item	(143,055)			(389,123)
				(1,573,387)	10,884,862	(9,344,475)	(532,178)

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 JULY 2026**

**NOTE 13
EXPLANATION OF MATERIAL VARIANCES**

The material variance thresholds are adopted annually by Council as an indicator of whether the actual expenditure or revenue varies from the year to date Actual materially.
The material variance adopted by Council for the 2026-27 year is 10.00%

Reporting Program	Var. \$	Var. %	Timing/ Permanent	Explanation of Variance
	\$	%		
Revenue from operating activities				
Operating grants, subsidies and contributions	(502,256)	(79.60%)	▼ Timing	Variance primarily due to budgeted grants/contributions not yet received (i.e. Financial Assistance Grant). Will be monitored throughout the remainder of the year.
Other revenue	(5,282)	(67.15%)	▼ Timing	Adjustment will be made through the mid-year budget review
Profit on disposal of assets	10,306	100.00%	▲ Permanent	Favourable non-cash variance due to asset disposals. At budget it was projected disposal proceeds would equal book value. Actual disposals have been more favourable for some fleet assets. Refer to note 4 for the asset disposals.
Expenditure from operating activities				
Employee costs	3,609,468	67.22%	▲ Timing	Variance due to timing of capital overhead allocations and a portion relating to the current vacancy rate
Materials and contracts	1,856,121	28.03%	▲ Timing	Variance in expenditure due to timing of projects.
Utility charges	145,338	32.79%	▲ Timing	Variance mainly for Street Lighting Maintenance invoicing timing, to be monitored during the year.
Interest expenses	(101,383)	(96.73%)	▼ Timing	Variance in line with repayment of debentures will be monitored throughout the year
Insurance expenses	23,487	17.88%	▲ Timing	Variance mainly due to timing of insurance claims, will be monitored during the year
Other expenditure	66,284	100.00%	▲ Timing	Due to the financial year only being one month in, the budget and actual will be monitored throughout the year
Loss on disposal of assets	(4,058)	100.00%	▼ Timing	Adjustment will be made through the mid-year budget review
Investing Activities				
Non-operating Grants, Subsidies and Contributions	(985,034)	(84.70%)	▼ Timing	Capital grants are recognised in line with capital expenditure.
Proceeds from Disposal of Assets	(70,974)	(69.96%)	▼ Timing	Any changes will be made through the mid-year budget review
Capital Acquisitions	827,165	16.26%	▲ Timing	Variance due timing of capital projects. Refer to note 6 for further details.
Financing Activities				
Payment of lease liability	(47,125)	(133.17%)	▼ Timing	Due to the financial year only being one month in, the budget and actual will be monitored throughout the year
Principal elements of interest earning liability	(250,439)	100.00%	▼ Permanent	Adjustment will be made through the mid-year budget review
Transfer from reserves	238,884	100.00%	▲ Timing	Due to the financial year only being one month in, the budget and actual will be monitored throughout the year
Repayment of debentures	111,123	25.50%	▲ Timing	Due to the financial year only being one month in, the budget and actual will be monitored throughout the year
Transfer to reserves	283,084	100.00%	▲ Timing	Due to the financial year only being one month in, the budget and actual will be monitored throughout the year

Subject: 19.3 2026 WALGA AGM Voting Guidance

Summary

The Western Australian Local Government Association (WALGA) will hold its 2026 Annual General Meeting (AGM) on Thursday, 17 September 2026 at 2:30pm at the Perth Convention and Exhibition Centre, 21 Mounts Bay Road, Perth WA.

The purpose of this report is to provide guidance on how the delegates should vote on the Executive and Member Motions listed in the AGM Agenda (refer to Attachment 1). The 2026 AGM Agenda includes nine motions for consideration by WALGA members, covering housing supply, rural water security, underground power, Local Government financial sustainability, apartment energy ratings, Native Title and Traditional Owner engagement costs, climate adaptation funding and NBN fibre upgrades for multi-dwelling units.

Disclosure of Interest

Nil

Previous Relevant Documentation

28 October 2025	Council appointed Mayor Kearns and Councillor Wright as the City of Mandurah Voting Delegates to the 2026 and 2027 Western Australian Local Government Association Annual General Meeting and the CEO as proxy.
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Background

The 2026 WALGA AGM Standing Orders provide that each Member Local Government is entitled to be represented by two delegates, with each delegate entitled to exercise one vote on each matter to be decided.

The 2026 WALGA Annual General Meeting will consider the adoption of standing orders, confirmation of the 2025 AGM Minutes, receipt of the 2025-2026 Annual Report and nine Executive and Member Motions.

The nine motions for consideration are:

1. Review of the National Construction Code to develop and implement adaptive reuse provisions for commercial property conversion to residential use
2. Rainfall Deficiency Assistance Framework
3. Continuation of Community Water Supplies Partnership and Agricultural Area Dams Program
4. Advocacy for reforms to State Underground Power Projects currently facilitated through the Local Government sector
5. State Assistance Grants for Western Australia
6. Mandatory National Australian Built Environment Rating System (NABERS) ratings for apartment buildings
7. Funding support for Native Title, Indigenous Land Use Agreement (ILUA) and Traditional Owner engagement costs

8. Support for Australian Local Government Association (ALGA) Motion 92 on national climate adaptation funding
9. Delivering an equitable National Broadband Network (NBN) fibre upgrade pathway for multi-dwelling units.

Comment

At the 25 October 2025 Ordinary Council Meeting, Council appointed Mayor Kearns and Councillor Wright as the City of Mandurah Voting Delegates. As part of the City's advocacy role and participation in the Local Government sector, it is important that Mandurah is represented at the WALGA AGM and that delegates are provided with clear guidance on Council's position.

The 2026 motions have been reviewed from a City of Mandurah perspective considering:

- relevance to Mandurah's community, economy and local government operations
- alignment with the City's advocacy priorities
- consistency with WALGA's existing or emerging advocacy positions
- whether the motion would create a positive sector-wide advocacy outcome
- whether the proposal has implementation, cost, governance or reputational implications for Local Government.

The following voting guidance is recommended.

Proposed Voting Guidance:

7.1 Review of the National Construction Code to Develop and Implement Adaptive Reuse Provisions of Commercial Property for Residential Uses

Motion summary

The City of Fremantle motion seeks WALGA advocacy to the Federal Government for the Australian Building Codes Board to review the National Construction Code (NCC) and develop adaptive reuse provisions to support the conversion of underutilised commercial buildings into residential uses. The motion identifies adaptive reuse as a way to address housing shortages, promote sustainability and support urban renewal.

City of Mandurah comment

It is recommended that Council **support in principle** the proposed motion.

The intent of the motion is broadly consistent with the need to increase housing supply and support the productive reuse of underutilised commercial buildings. Mandurah has an interest in supporting housing diversity, city centre activation and more efficient use of existing infrastructure.

However, the WALGA Secretariat notes that Building Ministers have recently agreed to pause further residential changes to the National Construction Code, except for essential safety and quality measures, until at least mid-2029 following finalisation of NCC 2025. This may limit the short-term implementation pathway for the motion.

Recommended position: Support in principle.

7.2 Rainfall Deficiency Assistance Framework

Motion summary

The Shire of Esperance motion seeks WALGA advocacy to the Western Australian Government to recognise livestock fodder as an essential agricultural resource during periods of prolonged rainfall

deficiency, develop a WA Rainfall Deficiency Assistance Framework and establish a Livestock Fodder Freight Subsidy Scheme.

City of Mandurah comment

It is recommended that Council **support in principle** the proposed motion.

While the motion is relevant to rural and agricultural local governments, the proposal is intended to strengthen regional resilience, livestock welfare and agricultural production during prolonged rainfall deficiency. The motion also seeks to build on the existing Water Deficiency Scheme rather than create a wholly separate policy framework.

WALGA's Secretariat comments note that WALGA's existing Water Management Advocacy Position identifies access to water as critical for economic activity but also notes that the specific issue of livestock fodder during drought was not raised during recent water management consultation and may also be progressed through agricultural industry peak bodies.

On balance, a support in principle position recognises the sector-wide value of the proposal while acknowledging that it is not a primary advocacy priority for Mandurah.

Recommended position: Support in principle.

7.3 Continuation of Community Water Supplies Partnership and Agricultural Area Dams Program

Motion summary

The Shire of Chittering motion seeks WALGA advocacy to the Commonwealth and Western Australian Governments to renew, continue and expand rural water security funding from 2027/28 onwards, including the Community Water Supplies Partnership and Agricultural Area Dams Programs, or any successor program that preserves these outcomes.

City of Mandurah comment

It is recommended that Council **support** the proposed motion.

Although the programs are primarily focused on rural and regional water security, the motion is consistent with broader local government advocacy for climate resilience, emergency preparedness and reliable water infrastructure. The motion seeks continued funding for emergency water infrastructure, firefighting water supplies, farm and livestock emergency water, agricultural water resilience, non-potable townsite supplies, public amenity and reduced reliance on potable scheme water.

WALGA's Secretariat comments state that the Rural Water Council position is strongly aligned with WALGA's Water Management Advocacy Position 4.8, which was endorsed by State Council in May 2026.

Recommended position: Support.

7.4 Advocacy for Reforms to Aspects of the State Underground Power Projects Currently Facilitated Through the Local Government Sector

Motion summary

The Town of Bassendean motion seeks a WALGA review of State Government underground power programs, with particular focus on funding arrangements, legislative reform to enable Western Power to recover costs directly from electricity consumers, and the fairness of requiring Local Governments and ratepayers to contribute to renewal or replacement of Western Power-owned underground electricity infrastructure.

City of Mandurah comment

It is recommended that Council **support** the proposed motion.

The proposal is relevant to local governments that participate in, or may in future be affected by, underground power programs. The motion raises legitimate sector issues about financial risk, debt, cost recovery, asset renewal responsibilities and the role of Local Governments as funding intermediaries for infrastructure that is not owned or managed by Local Government.

WALGA's Secretariat comments confirm that WALGA's existing Underground Power Advocacy Position supports cooperative arrangements for undergrounding power but also notes that Western Power has an obligation to build and maintain its existing infrastructure.

The City of Mandurah has previously been approached by Western Power to consider the Targeted Underground Power Program (TUPP) for one of their proposed upgrade projects. Underground power is a Western Power asset, not a local government asset. Local governments have no operational responsibility or ownership of the infrastructure and have no control of how the power is managed, controlled or upgraded. Under the TUPP, local governments are asked to fund significant portions of these projects with no long-term ownership, access or operational benefit. The model is unsustainable for a local government and unreasonable. It pushes financial responsibility for State-managed infrastructure onto local government ratepayers, without justification. The three main goals of the program are stated to be: to improve electricity supply reliability; support distributed energy technologies; and reduce long-term maintenance costs. The claim Western Power make as to why local governments should contribute are for the secondary benefits including improved streetscapes and improved home values. These two secondary benefits that are claimed are not guaranteed to be realised. Local governments should not pay for any Western Power upgrades, and it should not be expected that ratepayer funds contribute to underground power upgrades. It is important to note, that depreciation is charged in the electricity charges. The local government and ratepayers are paying twice, initially for the outlay and then the depreciation cost of the infrastructure through their bills they receive from their electricity supplier.

The proposed review would allow these issues to be assessed in more detail and provide the sector with a clearer advocacy position.

Recommended position: Support.

7.5 State Assistance Grants for Western Australia

Motion summary

The Shire of Chittering motion seeks WALGA advocacy to the State Government to establish an annual, untied State Assistance Grant for Western Australian Local Governments. The proposed grant would fund the annual unfunded gap between the Western Australian Local Government Grants Commission assessed equalisation need and the Commonwealth Financial Assistance Grants allocation, using the existing Financial Assistance Grants equalisation methodology.

City of Mandurah comment

It is recommended that Council **support in principle** the proposed motion.

The motion raises a significant sector-wide financial sustainability issue. The supporting information states that the current assessed funding gap for Western Australian Local Governments is \$56,656,464.98, based on a total assessed need of \$334,062,579.94 and Commonwealth Financial Assistance Grant funding of \$277,409,615.

The motion is primarily intended to assist local governments with limited rate bases, higher operating costs and significant service pressures. WALGA's Secretariat comments state that many regional local governments rely on external funding to deliver core services and that funding gaps negatively impact their ability to carry out key functions.

While the direct financial benefit to Mandurah would need to be confirmed through the grant methodology, the broader principle of addressing the gap between assessed need and available untied funding is consistent with strengthening the financial sustainability of the Local Government sector.

Recommended position: Support in principle.

7.6 Mandatory NABERS Ratings for Apartment Buildings

Motion summary

The City of Perth motion seeks WALGA advocacy to the Australian Government to extend Commercial Building Disclosure style requirements to residential apartment buildings, make NABERS ratings mandatory for apartment buildings, waive NABERS submission and assessment fees for five years, and require NABERS ratings to be disclosed in rental and sale advertisements for apartments.

City of Mandurah comment

It is recommended that Council **support in principle** the proposed motion.

The motion aligns with broader objectives to improve building energy performance, reduce emissions and provide greater transparency for apartment buyers and renters. WALGA's Secretariat comments acknowledge that the NABERS framework is well established in the commercial property sector and that increased transparency may encourage building upgrades, support operating cost reductions and provide market-based incentives for improved sustainability outcomes.

However, the Secretariat also notes that the Australian Government is already considering future expansion of building energy disclosure through the Commercial Building Disclosure Expansion Roadmap and Home Energy Ratings Disclosure Framework, and that implementation would require detailed assessment of costs, benefits and impacts across different apartment buildings and ownership structures.

A support in principle position recognises the value of energy transparency while ensuring Council does not pre-empt the need for proper consultation, cost assessment and implementation planning.

Recommended position: Support in principle.

7.7 Funding Support for Native Title, ILUA and Traditional Owner Engagement Costs

Motion summary

The Shire of Dundas motion seeks WALGA advocacy to the Western Australian and Australian Governments for a dedicated funding program to support local governments with costs associated with Native Title negotiations, Indigenous Land Use Agreements, Aboriginal Cultural Heritage consultation, Traditional Owner engagement, heritage, anthropological and cultural assessments, and agreement implementation and monitoring.

City of Mandurah comment

It is recommended that Council **support** the proposed motion.

The City supports respectful and meaningful engagement with Traditional Owners and recognises that proper engagement is essential to the delivery of housing, infrastructure, emergency management, land tenure and economic development projects. The motion appropriately identifies that these responsibilities can create significant costs for local governments, particularly where projects require legal advice, heritage assessments, consultation, travel, agreement negotiation and implementation.

WALGA's Secretariat comments confirm that there is currently no dedicated Australian or State Government funding to support local government costs in relation to native title and Aboriginal

heritage agreement-making. The City supports the proposed motion for a dedicated funding program. Additionally, the City seeks resources and support from the Department of Planning, Lands and Heritage (DPLH) for the sector to navigate the statutory approval processes required under the *Aboriginal Heritage Act 1972* (the Act). Advice in the form of a guideline to assist the local government sector to:

- Apply the Act and regulations consistently particularly providing greater clarity on approvals for routine local government business such as maintenance, capital works and community activities;
- Provide consistent advice on the requirement to undertake a survey for the purposes of section 18 of Act processes; and
- Support local governments negotiate and implement the Noongar Heritage Agreement for Local Government.

The DPLH 10-year Aboriginal Heritage Survey Program is available to the local government sector for the purposes:

1. Undertaking surveys to:
 - a. record Aboriginal heritage for inclusion on the Aboriginal Cultural Heritage Inquiry System (ACHIS) and the Register of Places and Objects.
 - b. ensure Aboriginal heritage information can be accessed easily and relied on as part of statutory approvals under the Act to use land where Aboriginal sites are located.
2. Accurately remap boundaries of Aboriginal sites and known Aboriginal heritage places where required.
3. Confirm locations where Aboriginal heritage has not been identified meaning activities can be undertaken without the need for approval under the AHA.

The City also notes the impact and demand on Aboriginal Corporations, particularly where Aboriginal Heritage Surveys are required to be undertaken to meet project deliverables.

The Secretariat also notes that WALGA's Advocacy Position 3.1.4 Aboriginal Heritage Protection calls for the State Government to provide adequate resourcing to ensure all parties have the capacity, capability and resources to discharge statutory obligations relating to Aboriginal heritage protection.

Recommended position: Support.

7.8 Support for ALGA Motion 92: National Climate Adaptation Funding

Motion summary

The Town of East Fremantle, City of Vincent and Shire of Augusta Margaret River motion seeks WALGA endorsement of ALGA Motion 92 on national climate adaptation funding. The motion calls for a Parliamentary Inquiry into the adequacy of the 2025 National Adaptation Plan, a National Climate Compensation Fund with a dedicated funding stream for local governments, and advocacy for a Climate Pollution Levy on coal, oil and gas corporations.

City of Mandurah comment

It is recommended that Council **support in principle**, with a preference for amended wording that focuses on dedicated climate adaptation funding for local governments and leaves the specific revenue mechanism to the Australian Government.

The City has a clear interest in climate adaptation, coastal resilience, emergency preparedness, urban heat, drainage and long-term infrastructure planning. The motion is consistent with the principle that local governments require greater funding, guidance and practical support to plan for, mitigate and adapt to climate impacts. WALGA's Secretariat comments state that the motion aligns with WALGA's Climate Change Advocacy Position adopted by State Council in July 2026.

However, the motion goes further than advocating for dedicated funding and specifically calls for a Climate Pollution Levy on coal, oil and gas corporations. WALGA's Secretariat notes that the motion was passed at the ALGA National General Assembly, but ALGA NGA motions are not binding and will be considered by the ALGA Board.

A balanced position would support the intent of securing dedicated, long-term funding for Local Government climate adaptation while avoiding Council being unnecessarily drawn into detailed Federal taxation design.

Recommended position: Support in principle.

Suggested foreshadowed amendment, if required:

That WALGA advocate, in partnership with ALGA and other Local Government Associations, for the Australian Government to establish a dedicated, long-term funding stream to support Local Governments to plan for, mitigate and adapt to climate impacts, with the specific revenue mechanism to be determined by the Australian Government following appropriate inquiry, consultation and assessment.

7.9 Delivering Equitable NBN Fibre Upgrade Pathway for Multi-Dwelling Units

Motion summary

The City of Perth motion seeks WALGA advocacy to the Australian Government and NBN Co to establish a funded national upgrade pathway to Fibre to the Premises for all Multi-Dwelling Units, including apartments, townhouses and older unit developments currently served by Fibre to the Building.

City of Mandurah comment

It is recommended that Council **support in principle** the proposed motion.

Reliable high-speed digital connectivity is important infrastructure for communities, businesses, remote work, education, telehealth and access to government services. The motion seeks to address a potential equity issue for residents of multi-dwelling developments that may not have the same upgrade pathway as other premises.

However, WALGA's Secretariat comments note that local government's role in relation to the National Broadband Network is typically limited to supporting network planning, design and community engagement, and that retrofitting existing buildings with fibreoptic cable may not involve local governments where works do not affect the public realm.

A support in principle position recognises the importance of equitable digital infrastructure while acknowledging that the operational responsibility sits primarily with the Australian Government, NBN Co, property owners and strata bodies.

Recommended position: Support in principle.

Summary of Recommended Voting Positions:

Item	Motion	Recommended City position
7.1	Adaptive reuse provisions in the National Construction Code	Support in principle
7.2	Rainfall Deficiency Assistance Framework	Support in principle
7.3	Continuation of Community Water Supplies Partnership and Agricultural Area Dams Program	Support
7.4	Reforms to State Underground Power Projects	Support
7.5	State Assistance Grants for WA Local Governments	Support in principle
7.6	Mandatory NABERS ratings for apartment buildings	Support in principle
7.7	Funding support for Native Title, ILUA and Traditional Owner engagement costs	Support

7.8	National Climate Adaptation Funding Amendment: That WALGA advocate, in partnership with ALGA and other Local Government Associations, for the Australian Government to establish a dedicated, long-term funding stream to support Local Governments to plan for, mitigate and adapt to climate impacts, with the specific revenue mechanism to be determined by the Australian Government following appropriate inquiry, consultation and assessment.	Support in principle, with preference for amended wording
7.9	Equitable NBN fibre upgrade pathway for multi-dwelling units	Support in principle

Consultation

Nil

Statutory Environment

Nil

Policy Implications

Nil

Financial Implications

There is no registration cost for attendance at the WALGA Annual General Meeting. Delegate attendance costs for the associated WALGA Convention are in the approved City budget.

Economic Implications

The motions considered at the WALGA AGM may have broader economic implications for local governments and communities, particularly in relation to housing supply, adaptive reuse, agricultural resilience, rural water security, local government financial sustainability, apartment energy performance, climate adaptation and digital connectivity.

Environmental Implications

Several motions have environmental or climate-related implications, including adaptive reuse of commercial buildings, rural water security, mandatory NABERS ratings for apartment buildings, climate adaptation funding and infrastructure resilience.

Risk Implications

Providing clear voting guidance reduces the risk of delegate uncertainty and helps ensure the City's position is represented consistently at the WALGA Annual General Meeting.

The highest reputational sensitivity is likely to relate to Item 7.8 on National Climate Adaptation Funding, as the motion includes both a funding advocacy objective and a specific proposed revenue mechanism. A support in principle position with a preference for broader funding-focused wording would allow the City to support the need for dedicated local government climate adaptation funding while maintaining a measured position on Federal revenue policy.

Strategic Implications

The following strategies from the City of Mandurah Strategic Community Plan 2024-2044 is/are relevant to this report:

Leadership

- Sound decisions based on evidence and meaningful engagement
- Effective advocacy focused on the needs of the community and strong relationships with key stakeholders

Conclusion

The 2026 WALGA Annual General Meeting provides an opportunity for the City of Mandurah to participate in sector-wide advocacy on issues affecting local governments across Western Australia. The motions before the AGM include matters of direct and indirect relevance to Mandurah, including housing supply, infrastructure funding, sustainability, climate adaptation, digital connectivity, Traditional Owner engagement and Local Government financial sustainability.

Officer Recommendation

That Council:

1. **Approves the voting delegates to vote as follows for the motions outlined in Item 7, Consideration of Executive and Member Motions, of the 2026 Western Australian Local Government Association Annual General Meeting:**
 - 1.1. **Item 7.1 Review of the National Construction Code to Develop and Implement Adaptive Reuse Provisions of Commercial Property for Residential Uses - *Support in principle***
 - 1.2. **Item 7.2 Rainfall Deficiency Assistance Framework - *Support in principle***
 - 1.3. **Item 7.3 Continuation of Community Water Supplies Partnership and Agricultural Area Dams Program - *Support***
 - 1.4. **Item 7.4 Advocacy for Reforms to Aspects of the State Underground Power Projects Currently Facilitated Through the Local Government Sector - *Support***
 - 1.5. **Item 7.5 State Assistance Grants for Western Australia - *Support in principle***
 - 1.6. **Item 7.6 Mandatory NABERS Ratings for Apartment Buildings - *Support in principle***
 - 1.7. **Item 7.7 Funding Support for Native Title, ILUA and Traditional Owner Engagement Costs - *Support***
 - 1.8. **Item 7.8 Support for ALGA Motion 92: National Climate Adaptation Funding - *Support in principle, with a preference for amended wording:***

That WALGA advocate, in partnership with ALGA and other Local Government Associations, for the Australian Government to establish a dedicated, long-term funding stream to support Local Governments to plan for, mitigate and adapt to climate impacts, with the specific revenue mechanism to be determined by the Australian Government following appropriate inquiry, consultation and assessment.
 - 1.9. **Item 7.9 Delivering Equitable NBN Fibre Upgrade Pathway for Multi-Dwelling Units - *Support in principle.***

Attachments

1. 2026 WALGA AGM Agenda [**19.3.1** - 68 pages]



WALGA

Annual General Meeting

Agenda

Thursday, 17 September 2026
2:30pm

Perth Convention and Exhibition Centre
21 Mounts Bay Road, Perth WA
Bellevue Ballroom

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- 1 **OPENING**
- 2 **RECORD OF APOLOGIES**
- 3 **ANNOUNCEMENTS**
- 4 **ADOPTION OF AGM STANDING ORDERS**

The Annual General Meeting Standing Orders are contained within this Agenda ([Attachment 1](#)).

MOTION

That the WALGA Annual General Meeting Standing Orders be adopted.

- 5 **CONFIRMATION OF PREVIOUS MINUTES**

The Minutes of the 2025 WALGA Annual General Meeting are contained within this Agenda ([Attachment 2](#)), along with a report on the action taken by WALGA on the 2025 AGM resolutions ([Attachment 3](#)).

MOTION

That the Minutes of the 2025 WALGA Annual General Meeting be confirmed as a true and correct record of proceedings.

- 6 **ADOPTION OF ANNUAL REPORT**

The 2025-26 Annual Report, including the 2025-26 Audited Financial Statements, will be distributed to Members separately.

MOTION

That the 2025-2026 Annual Report, including the 2025-2026 Audited Financial Statements, be received.

7 CONSIDERATION OF EXECUTIVE AND MEMBER MOTIONS

7.1 REVIEW OF THE NATIONAL CONSTRUCTION CODE TO DEVELOP AND IMPLEMENT ADAPTIVE REUSE PROVISIONS OF COMMERCIAL PROPERTY FOR RESIDENTIAL USES

City of Fremantle to move:

MOTION

That WALGA advocate to the Federal Government for the Australian Building Codes Board to commence a comprehensive review of the National Construction Code to develop and implement adaptive reuse provisions that facilitate the safe, sustainable, and economically viable conversion of underutilised commercial buildings into residential uses.

IN BRIEF

- This report seeks support for WALGA to advocate for targeted amendments to the National Construction Code (NCC) to allow for adaptive reuse of commercial property for residential development.
- Adaptive reuse is the process of repurposing an existing building for a new use.
- The intent of the targeted amendments is to allow for the conversion of a vacant or underutilised commercial space into residential uses.
- This approach will help address housing shortages, promote sustainability, and preserve unique architecture whilst allowing opportunity in dealing with the vacancy and underutilisation challenge with commercial buildings currently being experienced across Western Australia.

MEMBER COMMENT

Over the past few years, the commercial property market has undergone significant change with the increase in remote and hybrid working arrangements and the growth in the online retail market. This has seen a rise in vacancies for commercial property within this time.

Adaptive reuse is the process of repurposing buildings for new uses and offers a sustainable solution in providing diversity for housing options by allowing the transformation of underutilised or vacant commercial buildings into residential accommodation.

Many of these underutilised or vacant commercial buildings cannot economically comply with all of the current residential provisions within the National Construction Code (NCC) because they were originally designed with a different classification. The absence of a dedicated framework for adaptive reuse discourages investment opportunities for residential conversion and often results in the need for demolition for development to occur.

The NCC regulates buildings based on new construction standards and building classifications. Current provisions and standards within the NCC often create substantial technical barriers to converting existing commercial buildings into residential

accommodation. When redeveloping commercial building classes into residential, developers will encounter compliance issues involving:

- Building depth and natural light requirements
- Ventilation standards
- Fire separation standards
- Acoustic separation
- Accessibility requirements
- Energy efficiency requirements
- Ceiling height
- Structural loading standards
- Emergency egress requirements.

The NCC does allow for performance solutions to manage these issues, but these require engineering assessments, create additional red tape requirements and can be applied inconsistently across various approval agencies. This creates an environment that then discourages consideration of reuse options due to the time, financial implications and uncertainty of outcomes. This also becomes exacerbated when dealing with multiple and strata property ownership which can typically occur in commercial property and urban situations.

The intention for seeking amendments to the NCC would be to support a reduction to the regulatory barriers to adaptive reuse which would encourage an increase to the housing supply, encourage investment in vacant commercial property, increase urban renewal and maintain embedded energy outcomes.

This could be achieved by seeking a dedicated section within the NCC specifically for adaptive reuse of buildings providing opportunity to demonstrate equivalent safety and amenity outcomes through performance rather than the "deemed to satisfy" requirement.

These could cover areas such as;

- Fire safety
- Structural adequacy
- Acoustic performance
- Natural lighting
- Ventilation
- Accessibility, and
- Energy efficiency.

The benefits of amendments to the NCC are many. They include the ability to deliver more residential stock in urban areas where access to services and facilities such as businesses, transport, hospitality and community services already exist, greater sustainable outcomes through lower energy use in redevelopment, urban regeneration and improved social and economic outcomes with re-activated urban centres. Such reforms could also encourage private investment, increase housing supply, revitalise urban centres, reduce environmental impacts associated with demolition and new construction, and make more efficient use of existing infrastructure.

There is available opportunity of underutilised commercial buildings that could contribute meaningfully to addressing the housing shortage. Current NCC requirements, while essential for ensuring public safety, often impose disproportionate barriers when applied to the conversion of existing commercial buildings into residential accommodation.

Introducing a dedicated adaptive reuse pathway within the NCC could provide a nationally consistent, performance-based framework that preserves standards of safety while recognising the practical limitations of existing buildings.

SECRETARIAT COMMENT

WALGA acknowledges the increasing interest in adaptive reuse as a mechanism to support housing supply, urban revitalisation, sustainability outcomes and the more efficient use of existing infrastructure. The proposal is consistent with broader policy objectives aimed at increasing housing diversity and encouraging investment in underutilised commercial centres.

The National Construction Code (NCC) is developed and maintained by the Australian Building Codes Board (ABCB) on behalf of Commonwealth, State and Territory Governments. While the NCC currently provides for Performance Solutions, Members have identified that commercial-to-residential conversions can involve significant cost, complexity and regulatory uncertainty, which may discourage adaptive reuse projects. A dedicated adaptive reuse pathway may provide greater clarity and consistency while maintaining appropriate standards for health, safety, accessibility and amenity.

WALGA notes, however, that Building Ministers have recently agreed to pause further residential changes to the NCC, except for essential safety and quality measures, until at least mid-2029 following the finalisation of NCC 2025. The intent of the pause is to provide greater regulatory certainty for industry and support housing supply and productivity outcomes. In this context, implementation of the intent of this motion may be challenging in the short term.

7.2 RAINFALL DEFICIENCY ASSISTANCE FRAMEWORK

Shire of Esperance to move:

MOTION

That WALGA advocate to the Western Australian Government to:

- 1. Recognise livestock fodder as an essential agricultural resource during periods of prolonged rainfall deficiency, acknowledging its fundamental role in protecting livestock welfare, sustaining agricultural production and supporting regional communities.**
- 2. Develop and implement a Western Australian Rainfall Deficiency Assistance Framework that builds on the principles of the existing Water Deficiency Scheme and provides a practical, transparent and consistent approach to supporting primary producers during prolonged rainfall deficiency.**
- 3. Establish a Livestock Fodder Freight Subsidy Scheme as the first initiative under the Western Australian Rainfall Deficiency Assistance Framework to assist eligible primary producers with the extraordinary cost of transporting emergency livestock fodder during periods of prolonged rainfall deficiency and other declared natural hazard events where emergency livestock fodder is required.**

IN BRIEF

- Western Australia already recognises that prolonged rainfall deficiency may justify targeted Government assistance where an essential agricultural resource becomes deficient.
- This motion asks WALGA to advocate to the State Government to recognise livestock fodder as such a resource and build upon an existing policy framework that has served Western Australia well for decades.
- It is a practical proposal, grounded in existing policy, that strengthens livestock welfare, agricultural resilience and regional communities while continuing to build on what already works.

MEMBER COMMENT

Western Australia has a proud history of standing beside primary producers when seasonal conditions create exceptional challenges.

The existing Water Deficiency Scheme recognises that when prolonged rainfall deficiency affects an essential agricultural resource, Government has a role in providing practical assistance. It is a policy that has served Western Australia well and demonstrates that Government already has the legislative authority, administrative capability and policy experience to respond when exceptional seasonal conditions threaten livestock welfare and agricultural production.

Livestock fodder has always been an essential agricultural resource. During prolonged rainfall deficiency, however, access to livestock fodder becomes critical to keeping livestock alive, maintaining breeding herds and allowing farming businesses to continue operating until seasonal conditions improve.

Across regional Western Australia, the issue is often not whether fodder can be found. The issue is getting it to where it is needed. As distances increase, freight costs can quickly exceed the value of the fodder itself, placing enormous financial pressure on producers who are already managing the impacts of prolonged rainfall deficiency.

This proposal recognises the practical realities faced by livestock producers across regional Western Australia. It does not seek to replace existing policy or create an open-ended subsidy. Instead, it builds on a policy principle that has existed in Western Australia for many years: where prolonged rainfall deficiency creates a deficiency in an essential agricultural resource, Government may provide targeted assistance.

Recognising livestock fodder as an essential agricultural resource within the existing rainfall deficiency framework is the next logical step. It reflects the practical realities faced by livestock producers and acknowledges that protecting livestock welfare also means ensuring producers can access the feed their animals need.

The proposed Livestock Fodder Freight Subsidy Scheme provides a practical way to apply that principle. It builds on an existing framework, uses established Government capability and offers a consistent approach that can support producers, strengthen regional communities and improve the resilience of Western Australia's agricultural sector.

This proposal is about practical policy, practical outcomes and continuing to build on what already works.

Why This Matters

Every Western Australian benefits from a strong agricultural sector through food security, export income, regional employment and resilient local communities. Agriculture is one of Western Australia's most important industries and is fundamental to the economic and social wellbeing of regional communities.

- Western Australia's primary industries generate more than \$11 billion in annual production value.
- Agriculture is the State's second largest export industry, supporting thousands of regional jobs and businesses.
- Meat and livestock exports contribute approximately \$1.3 billion annually to Western Australia's economy.
- The sheep and wool industry alone contribute around \$1 billion at the farm gate each year.

Protecting livestock production is not simply about supporting individual farming businesses. It is about protecting regional employment, local economies, food production and one of Western Australia's most significant export industries.

References

- [Department of Primary Industries and Regional Development, *WA Primary Industries 2023–24 Economic Overview*](#)
- [Department of Primary Industries and Regional Development, *Western Australian Sheep and Wool Industry Statistics*](#)

The Issue

Western Australia already recognises that prolonged rainfall deficiency may justify targeted Government assistance where an essential agricultural resource becomes deficient.

The existing Water Deficiency Scheme provides assistance when access to water becomes deficient during prolonged rainfall deficiency.

Livestock fodder has always been an essential agricultural resource. During prolonged rainfall deficiency, however, maintaining access to livestock fodder becomes critical to protecting livestock welfare, maintaining breeding stock and sustaining agricultural production.

Across much of regional Western Australia, the challenge is often not sourcing livestock fodder. The challenge is transporting it.

As transport distances increase, freight costs can exceed the value of the livestock fodder itself, placing significant financial pressure on livestock producers during already difficult seasonal conditions.

Why Local Government?

Local Governments understand the impacts of prolonged rainfall deficiency on their communities. They see the effects on local businesses, employment, volunteer organisations, sporting clubs, schools and community wellbeing.

Councils are also frequently called upon to advocate for practical solutions that strengthen regional resilience.

This motion provides WALGA with an opportunity to advocate for a practical, statewide policy response that builds upon an existing Government framework rather than creating an entirely new system.

The Proposal

The motion asks the Western Australian Government to:

1. Recognise livestock fodder as an essential agricultural resource during periods of prolonged rainfall deficiency;
2. Develop and implement a Western Australian Rainfall Deficiency Assistance Framework that builds upon the principles of the existing Water Deficiency Scheme; and
3. Establish a Livestock Fodder Freight Subsidy Scheme as the first initiative under that Framework.

The proposal does not seek to replace existing or create new Government policy. It seeks to build upon a policy framework that has successfully supported regional Western Australian for many years.

Why Support This Motion?

This proposal:

- Builds upon an existing Government policy rather than creating a new one;
- Supports livestock welfare and strengthens regional communities;
- Recognises livestock fodder as an essential agricultural resource during prolonged rainfall deficiency;

- Provides a practical and consistent policy response instead of relying on ad hoc assistance;
- Enables Government to develop the implementation model through consultation with industry, Local Government and relevant agencies; and
- Strengthens one of Western Australia's most significant export industries while supporting regional resilience.

SECRETARIAT COMMENT

WALGA has actively engaged with the sector to develop a [Water Management Advocacy Position \(4.8\)](#) and has facilitated Local Government engagement with the Department of Water and Environmental Regulation regarding the Water Deficiency Declaration process and funding. During the consultation on water management the specific matter of fodder for livestock during drought was not raised.

WALGA's Advocacy Position identifies that access to water is critical for economic activity and in broad terms addresses the issue, as every region in WA will have a range of economic activities which are impacted by water deficiency. This issue and advocacy could be addressed by the agricultural industry directly engaging through their peak associations to Government.

7.3 CONTINUATION OF COMMUNITY WATER SUPPLIES PARTNERSHIP AND AGRICULTURAL AREA DAMS PROGRAM

Shire of Chittering to move:

MOTION

That WALGA advocate to the Commonwealth Government and Western Australian Government to renew, continue, and expand rural water security funding from 2027-28 onwards, including the Community Water Supplies Partnership (CWSP) and Agricultural Area Dams (AA Dams) Programs Funding, and any successor program that preserves these outcomes, to:

1. support emergency water infrastructure, firefighting water supplies, farm and livestock emergency water, agricultural water resilience, agricultural area dams, townsite non-potable supplies, public amenity and reduced reliance on potable scheme water;
2. maintain dedicated eligibility for Local Governments and Regional Organisations of Councils that coordinate shared rural water infrastructure outcomes;
3. increase the funding pool to reflect demonstrated demand, cost escalation and the number of eligible Local Governments across regional Western Australia;
4. retain co-contribution flexibility, including cash and in-kind contributions, so smaller Councils can participate;
5. provide a forward funding pipeline that allows Councils to plan, obtain approvals, consult communities, programme co-contributions and deliver works before drought or bushfire conditions become emergencies; and
6. engage the Rural Water Council, WALGA, Regional Development Commissions and eligible Local Governments in the design of the next funding phase.

IN BRIEF

- The updated advocacy position seeks continuation of the Community Water Supplies Partnership (CWSP) and Agricultural Area Dams (AA Dams) funding streams, and related rural water infrastructure funding beyond 2026-27.
- The Rural Water Council and its member Local Governments seek a renewed, multi-year Commonwealth and Western Australian Government funding commitment from 2027-28 onwards.
- CWSP and AA Dams should be treated as complementary streams: CWSP supports local non-potable community water supply projects, while AA support strategic agricultural area water infrastructure.
- The Rural Water Council discussed the matter at its meeting held on 10 July 2026 at Cunderdin and recorded support for coordinated advocacy beyond 2026-27, supported by the Shire of Chittering.
- The motion is broader than a single program title and protects the practical outcomes: firefighting water, farm and livestock resilience, strategic agricultural water infrastructure, local water planning, community water supply points, dam and catchment works and reduced reliance on scheme water.

MEMBER COMMENT

Purpose and sector position

This motion seeks WALGA support for coordinated advocacy for continuation and expansion of the Community Water Supplies Partnership (CWSP) and Agricultural Area Dams (AA Dams) funding streams, and related rural water security funding beyond 2026-27. The Rural Water Council and its member Local Governments seek a renewed, multi-year Commonwealth and Western Australian Government commitment from 2027-28 onwards.

The position is advanced on behalf of the Rural Water Council and its members, recognising that eligible Local Governments across Western Australia rely on these funding streams to deliver practical water infrastructure for rural communities, volunteer emergency response, agricultural areas and public assets. The matter was discussed at the Rural Water Council meeting held on 10 July 2026 at Cunderdin, where continuation beyond 2026-27 and coordinated advocacy by the Rural Water Council and its member Local Governments were supported.

Why CWSP and AA Dams must be included together

CWSP and AA Dams should be treated as complementary programs. Available Commonwealth material identifies CWSP and AA Dams as separate components of the broader Western Australia Water Infrastructure for Sustainable and Efficient Regions package. CWSP develops local non-potable community water supplies, while AA Dams support infrastructure such as pipework, tanks and pumps to increase resilience and water security in farming communities in dryland agricultural regions.

Limiting advocacy to CWSP alone risks excluding strategic agricultural area infrastructure that supports farming districts and emergency livestock water needs. The advocacy should therefore seek continuation of both named streams and any successor rural water infrastructure program, so the Council's position protects the outcomes rather than only one program title.

How the funding streams work together

Funding stream	Explicit focus from available sources	Advocacy relevance
CWSP	Develops new and improved non-potable community water supplies in priority farming areas, including emergency livestock and firefighting needs, townsites amenity and reduced scheme water use.	Retain and expand the Local Government-facing program that has delivered practical community water projects across WA.
AA Dams	Constructs infrastructure such as pipework, tanks and pumps to increase resilience and water security in dryland farming communities; the Connections package also refers to increased dam storage capacity in priority areas.	Include this stream expressly so strategic agricultural water infrastructure remains part of the post-2026-27 funding ask.

Successor rural water infrastructure programs	Any future funding arrangement that continues non-potable water availability, drought resilience, agricultural water security and emergency water access.	Advocate for continuity of outcomes even if government restructures program names or funding streams.
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Why this matters for Western Australia

Western Australia needs decentralised rural water infrastructure because regional communities are dispersed, climate conditions are variable and many towns and farming areas sit outside dense reticulated water networks. Water security supports emergency management, public open space, local roads, recreation reserves, agriculture, livestock welfare, townsite amenity and climate adaptation.

The supporting paper records that more than 90 per cent of Western Australia is bushfire prone and that mains water supply and pressure cannot be guaranteed during bushfire events. It also records that water security and resilience in a drying climate are critical to enabling agriculture and sustaining regional communities.

A few examples demonstrating the combined case

Program / example	Works described	Stated or carefully framed impact
AA Dams statewide priority dams	Increased storage capacity of dams in priority areas.	Provided more reliable agricultural and emergency livestock drinking water sources.
Mukinbudin siding tanks	Smaller-scale project delivered as part of AA Dams.	Part of the package intended to increase resilience and water security in dryland farming communities.
Wagin Airport tanks with swipe card	Tanks with swipe card access at Wagin Airport.	Controlled access supports managed access to emergency/community water infrastructure.
Westonia 1930s community water tank	Community water tank repaired and fitted with floating tiles.	Floating tiles were installed to reduce evaporation.
Cranbrook Dam catchment improvement	Replacement of degraded bitumen in Cranbrook Dam 1 catchment.	Increased the volume of water in the dam by up to 15 ML each year for agricultural and primary industry use.
Katanning to Kojonup pipeline enhancement	Replacement of existing pipeline sections between Katanning and Kojonup.	Increased water reliability and supply to farms in the region.

Shire of Chittering Sandown Park	Bore, pump controls, 100kL firefighting tank, 10kL amenity/irrigation tank and upgrades.	Improves water security and supports emergency response.
Wheatbelt East ROC	Long-term water strategies for seven member Shires.	Supports strategic investment in water infrastructure and drought resilience across the Wheatbelt.

These examples show that rural water funding is not a narrow grant activity. Across CWSP and AA Dams, funded or referenced works include tanks, bores, pipelines, pump systems, catchment repairs, dam storage improvements, telemetry, standpipes, water carts, evaporation reduction measures and strategic water planning.

Recommended combined advocacy position

WALGA should support advocacy by the Rural Water Council and its members for continuation and expansion of the CWSP and AA Dams funding streams, and any successor rural water infrastructure funding streams beyond 2026-27. The request should focus on continuity of practical outcomes: firefighting water, agricultural area dams, tanks, pipework, pumps, bores, catchments, water carts, community water points, monitoring systems, local water strategies and non-potable water networks.

Specific requests to Government

- Commit to a renewed multi-year funding program from 2027-28 onwards for the CWSP and AA Dams projects, or a successor program that preserves these outcomes.
- Maintain dedicated eligibility for Local Governments and Regional Organisations of Councils that coordinate shared rural water infrastructure outcomes.
- Recognise agricultural area water infrastructure as a core resilience need, alongside emergency firefighting water, farm and livestock water, public amenity and reduced reliance on scheme water.
- Increase the funding pool to reflect demand, cost escalation and the number of eligible Local Governments across regional Western Australia.
- Retain co-contribution flexibility, including cash and in-kind contributions, so smaller Councils can participate.
- Engage the Rural Water Council, WALGA, Regional Development Commissions and eligible Local Governments in the design of the next funding phase.

Conclusion

CWSP and AA Dams are complementary rural water security mechanisms. Together they support Local Government delivery, farming community resilience, strategic water infrastructure and practical preparedness for drought and bushfire conditions. The current funding commitment should not expire without a successor program that preserves both CWSP-style local projects and AA Dams-style strategic infrastructure.

SECRETARIAT COMMENT

The Rural Water Council position and advocacy is strongly aligned with WALGA's new [Water Management Advocacy Position 4.8](#) (endorsed by State Council in May 2026):

1. *Access to consistent, reliable and adequate water supplies is critical for Local Government operations, emergency response, community health, amenity, environmental sustainability and economic activity.*
2. *WALGA is calling on the State Government to:*
 - a. *Modernise water management legislation and regulation, including:*
 - i. *undertaking a review of the water licensing and allocation system to ensure equitable access and prioritise high value community use including for public open space*
 - ii. *developing a state-wide framework for integrated regional and catchment-scale water planning.*
 - b. *Protect and adequately, sustainably and equitably fund critical water infrastructure for Local Government, including:*
 - i. *drainage and irrigation upgrades;*
 - ii. *alternative water sources (recycled and reused water, stormwater harvesting, desalination and groundwater replenishment) and disused water asset transfer*
 - iii. *small-scale sewerage infrastructure headworks and infill sewerage.*
 - c. *Expand the Waterwise Council Program statewide and provide:*
 - i. *increased support and resources to assist Local Government in delivering water efficiency measures*
 - ii. *incentives for Local Governments to undertake water efficiency initiatives.*
 - d. *Improve water data access and capability for Local Governments to ensure evidence-based decision making.*
 - e. *Provide effective leadership, guidance, education and enforcement to address the impacts of stormwater runoff.*

The Rural Water Council position and WALGA's Advocacy Position call for improved water security, climate resilience, emergency preparedness and recognition of Local Government as a key water infrastructure delivery partner.

WALGA's Advocacy Position provides the strategic framework, with the CWSP and APP Dams being one funding mechanism and on-ground delivery model to achieve those outcomes. Continued Australian and State Government investment in these types of programs would directly support advocacy priorities while delivering tangible benefits for regional communities, agriculture, emergency services and Local Government operations across Western Australia.

7.4 ADVOCACY FOR REFORMS TO ASPECTS OF THE STATE UNDERGROUND POWER PROJECTS CURRENTLY FACILITATED THROUGH THE LOCAL GOVERNMENT SECTOR

Town of Bassendean to move:

MOTION

That WALGA:

1. Undertake a review of the State Government's Underground Power Programs to identify and advocate for the removal of inequities affecting Local Governments, with particular consideration of:
 - a. Funding arrangements, including the requirement for Local Governments to make full project payments to Western Power during the construction phase while, in many cases, Local Governments provide extended repayment arrangements to affected property owners over a number of years;
 - b. Legislative reform, including advocacy for amendments to the relevant legislation to enable Western Power to recover the costs of underground power projects directly from electricity consumers, rather than requiring Local Governments to act as the funding intermediary;
 - c. Renewal liabilities, including the appropriateness or fairness of Western Power requiring Local Governments and their ratepayers to contribute financially to the renewal or replacement of Western Power owned underground electricity infrastructure that forms part of the broader electricity network and pre-exists throughout entire streets or localities.
2. Provide all Local Governments with a summary of the review findings and invite feedback on the issues identified and any proposed reforms.
3. Following consideration of that feedback, prepare a report for presentation to the WALGA Zones, including recommendations for advocacy to the State Government on any proposed legislative, policy or funding reforms arising from the review.

IN BRIEF

- The current Targeted Underground Power Program (TUPP) Guidelines do not address the renewal of ageing underground power assets.
- The Town of Bassendean may be among the first Local Governments to face a requirement from Western Power to fund the renewal of state-owned, street-wide underground power infrastructure that is now approximately forty years old.
- This creates a complex landscape for Local Governments to navigate in respect to Western Power Underground Power Projects, and as such it is timely for a comprehensive review.

MEMBER COMMENT

Reasons

The Targeted Underground Power Program (TUPP) offers significant benefits, but the guidelines also create a number of challenges and risks for Councils arising from the responsibilities Councils must assume including the following key considerations:

Funding Model

Western Power requires councils to pay their full financial contribution for the project during construction phase. However, to make the cost more affordable for residents, Councils usually enable property owners to repay their share over a number of years.

This means Councils often borrow funds to meet Western Power's upfront payment schedule and then recover those costs from residents over time.

As an instrument of the State Government, this financial arrangement creates a funding gap for Councils where they must secure long-term borrowings to meet Western Power's upfront payment schedule while carrying the associated debt, interest costs and financial risk until all repayments are fully recovered from affected residents. This can impact Council borrowing capacity, cash flow, debt ratios and the ability to fund other capital projects, making participation in underground power programs a significant financial commitment.

Question: Should Western Power engage with residents to give effect to direct billing for underground power costs via electricity invoices?

The following issues pose significant strategic concerns for Councils that are not fully resolved in the current [TUPP Guidelines](#).

Long-Term Asset Renewal

Underground cables have a long but finite life of around 40–60 years. Eventually they require replacement.

The current TUPP Guidelines do not address the renewal of ageing underground power assets. The Town of Bassendean may be among the first Local Governments to face a requirement from Western Power to fund the renewal of state-owned, street-wide underground power infrastructure that is now approximately forty years old.

Clarification is needed as to whether residents of housing estates developed with underground power are protected from future requirements to contribute to the renewal of ageing, state-owned underground infrastructure.

It should also be recognised that every Western Power underground project area has an interface, or "edge", where underground distribution infrastructure connects to the overhead network. This interface will continue to exist even if the entire metropolitan distribution network is eventually placed underground, as high-voltage transmission infrastructure will remain overhead.

The review proposed by this motion should therefore examine whether it is appropriate and equitable for Western Power to require Local Governments to contribute to the renewal of ageing street-wide or area-wide state-owned underground power assets that were originally installed as part of residential housing estate developments.

Full Electricity Network Costs are not Widely Understood

In general, there is limited public awareness that all aspects of the electricity network, including underground programs, are not funded through electricity charges.

As most large-scale underground power programs in Western Australia are only 20 to 30 years old, there is little local experience with the wholesale replacement of ageing

residential underground power networks. Consequently, Councils and communities have limited understanding of the potential long-term financial liabilities associated with these assets.

Regulatory Risk

Western Power's maintenance and replacement expenditure is approved by the Economic Regulation Authority. However, there remains a disconnect between public expectations and current funding arrangements, with many assuming that the renewal of ageing underground power infrastructure would be fully funded by Western Power and the State. The TUPP Guidelines provide little clarity on this issue, creating a degree of uncertainty about future funding responsibilities.

Additional demands placed on Councils via Western Power Underground Power Programs:

- Councils become the public face of the project, particularly when residents object to paying contributions or experience construction disruption. Even though Councils are simply funding partners, residents may perceive the project as "the Council's project."
- Because projects are selected according to Western Power's network asset condition, some communities may receive underground power earlier than others. Councils may be put under pressure to explain why:
 - one suburb receives underground power whilst another nearby suburb does not; and
 - similar ratepayers contribute differently depending on project timing, for infrastructure that the Council does not own or manage.
- Councils are responsible for determining community support and undertaking engagement before projects proceed, requiring staff time and resources. The level of engagement with the community may actually increase during the Western Power Underground Project particularly if there are project disruptions or implementation issues.
- Western Power selects areas primarily based on network renewal needs rather than Council priorities. Western Power determines the project boundary, delivery timeline, costings, street lighting plans etc. Councils have little influence in determining TUPP programs and outcomes.
- Elected Members must formally approve participation, making Councils accountable for the decision regardless of later project issues.
- A significant implication is that if a Council rejects a TUPP offer:
 - Western Power generally replaces the old poles with new overhead poles and infrastructure; and
 - the area may therefore not receive another undergrounding opportunity for decades. This creates pressure on Councils because declining a Western Power TUPP project may effectively close the opportunity for a generation.

All of the above issues create a complex landscape for Local Governments to navigate in respect to Western Power Underground Power Projects, and as such it is timely for a comprehensive review.

SECRETARIAT COMMENT

WALGA's [Underground Power Advocacy Position 5.7](#) articulates that the Local Government sector supports the further continuation of cooperative arrangements to replace the overhead electricity distribution network by undergrounding power. Furthermore, the Position reiterates the Local Government sector's support for new approaches to identifying and prioritising areas for investment and for the establishment of a targeted funding mechanism to assist property owners that would suffer disadvantage as a result of needing to contribute to the cost of undergrounding the power distribution network.

Providing underground power has several benefits for Local Government:

- more reliable power supply;
- greater public safety (less opportunity for contact with live power lines; optimised street lighting design);
- improved visual amenity of streetscapes;
- potential for greater tree canopy cover;
- reduced vegetation management costs; and
- elimination of pole-top fire risks, among others.

The Targeted Underground Power Program (TUPP) is the current cooperative arrangement between State Government, Local Governments, and Western Power and sets out the conditions under which projects to transition overhead electricity distribution infrastructure to underground can be initiated, agreed on, and progressed to completion. Maintenance projects related to underground power infrastructure are not included in the TUPP Program.

Western Power has an obligation to build and maintain its existing infrastructure, while homeowners are obligated to maintain private power infrastructure from the street connection to the home.

As TUPP projects are funded in part by the Local Government, Local Governments may wish to retain control of project funding recoup measures to reduce the transferral of administration costs to ratepayers and apply these measures in various ways to reduce the cost burden on ratepayers. Neither the template Co-Funding Agreement between Western Power and the Local Government nor the TUPP Guidelines prescribe how Local Government recovers the costs from property owners.

Additionally, Local Governments may wish to play a coordination role in the rollout of TUPP projects, particularly in relation to construction and excavation activities on Local Government infrastructure assets. Local Governments also retain the opportunity to negotiate around streetlighting, as funding partners in a TUPP project.

7.5 STATE ASSISTANCE GRANTS FOR WESTERN AUSTRALIA

Shire of Chittering to move:

MOTION

That WALGA advocate to the State Government to establish an annual, untied State Assistance Grant for Western Australian Local Governments that:

- 1. funds the annual unfunded gap between the Western Australian Local Government Grants Commission assessed equalisation need and the Commonwealth Financial Assistance Grants allocation;**
- 2. is distributed using the existing Financial Assistance Grants equalisation methodology;**
- 3. is indexed annually to reflect growth in costs, service pressures and asset renewal needs; and**
- 4. supports Local Governments, particularly regional, rural and remote Local Governments, to maintain essential local services and place-based outcomes for their communities.**

IN BRIEF

- The Commonwealth Financial Assistance Grants (FA Grant) framework provides a recognised needs-based equalisation methodology for Local Government funding.
- In Western Australia, the Western Australian Local Government Grants Commission assesses Local Government expenditure need and revenue-raising capacity under that framework.
- The supporting paper identifies a total assessed need of \$334,062,579.94 and Commonwealth FA Grant funding of \$277,409,615, leaving an unfunded gap of \$56,656,464.98.
- The proposed State Assistance Grant would not replace or duplicate FA Grants; it would complete the existing funding model by meeting the residual assessed gap.
- An untied, indexed State Assistance Grant distributed through the existing equalisation framework is a simple, transparent and fair way to strengthen Local Government financial sustainability.

MEMBER COMMENT

Background and purpose

Local Governments in rural and regional Western Australia are increasingly underpinning services and community supports beyond the historic Local Government remit. This occurs in the context of persistent cost shifting, thin local service markets, limited direct State presence in many communities, and increasing expectations that Local Governments will help keep communities functioning when other systems fall short.

The proposal is for WALGA to advocate for a State Assistance Grant that complements the existing Commonwealth Financial Assistance Grants (FA Grant) system. It does not create a competing formula, replace FA Grants, or seek to redesign the Commonwealth framework. Rather, it asks the State to fund the remaining assessed gap that is already identified through the existing equalisation architecture.

Funding gap

The attached [State Assistance Grants Advocacy Paper](#) identifies the following current funding position for Western Australian Local Governments:

Measure	Amount / Position
Total assessed need (WA Local Governments)	\$334,062,579.94
Commonwealth FA Grant funding	\$277,409,615.00
Commonwealth share of assessed need	79.26%
Unfunded gap	\$56,656,464.98
Minimum grant Local Governments	34
Proposed State Assistance Grant pool	\$56,656,464.98

Source: Local Government Grants Commission, as cited in the attached Advocacy Paper.

Why this matters to the wider membership

The issue is not confined to one Local Government. The gap in assessed funding need affects the financial capacity of Local Governments across Western Australia, and it falls most heavily on non-minimum grant Local Governments, including many Band 3 and Band 4 rural and remote Local Governments with small and dispersed populations, large service catchments, limited rate bases, weaker economies of scale and higher operating costs. Overall, 103 Local Governments in Western Australia are non-minimum grant Local Governments, meaning State Assistance Grants will apply to all 103 in filling the gap between the FA Grants and the assessed funding need.

Service pressures

Local Governments are increasingly expected to support or enable services that communities regard as essential, including health access support, environmental health and workforce facilitation, key worker housing support, emergency coordination and recovery, libraries and community learning, local freight and economic infrastructure, energy transition coordination, major land use pressures, regulatory compliance and exceptional utility-related support where continuity of service is critical.

These pressures do not generally remove formal responsibilities from other levels of government. However, they create practical and operational costs for Local Governments, particularly where communities expect a local response and where Government, market or service-provider presence is limited.

Consequences without reform

Without reform, Local Governments will face increasing pressure to reduce or withdraw non-core but essential services, defer asset renewal, reduce flexibility within annual budgets and limit their ability to co-fund priorities. This creates financial risk for Local Governments and weakens the delivery of State and Commonwealth priorities in regional areas, where Local Governments are critical place-based delivery partners.

Recommended model

The State Assistance Grant should be established as an untied annual pool equal to the difference between the Western Australian Local Government Grants Commission (WALGGC) assessed equalisation need and the Commonwealth FA Grants allocation.

The pool should be distributed using the same general equalisation methodology that underpins FA Grants and indexed annually to reflect growth in costs and asset pressures. This approach uses the existing needs assessment architecture, avoids a new discretionary grants formula, and provides a transparent pathway to improve Local Government financial sustainability.

ATTACHMENT

- [State Assistance Grants Advocacy Paper](#)

SECRETARIAT COMMENT

By virtue of their small ratepayer base, many regional Local Governments rely on external funding to deliver core services. Over time, the sector has seen increased demands on resources coupled with a reduction in untied funding through the Federal Assistance Grants. These funding gaps negatively impact ability to carry out key functions and urgently need to be addressed.

ALGA has been advocating for the Financial Assistance Grants to be returned to 1% of Commonwealth taxation revenue, solving the funding shortfall in a more consistent way than developing a new State-based untied funding program. WALGA has also been advocating to the Australian Government for additional ongoing, formula-based, targeted funding to support Local Governments to deliver on community needs.

The State Budget represents an opportunity to supplement Australian Government funding for Local Government with program-based State funding. WALGA is currently preparing its 2027-28 State Budget Submission which will seek funding for a number of priority initiatives for the sector.

7.6 MANDATORY NABERS RATINGS FOR APARTMENT BUILDINGS

City of Perth to move:

MOTION

That WALGA calls on the Australian Government to:

1. Extend the mandates under the Commercial Building Disclosure (CBD) program to residential apartment buildings, making NABERS ratings mandatory for apartment buildings in a manner similar to requirements for commercial properties.
2. To support widespread uptake and reduce barriers for building owners and managers, direct NABERS to waive all submission and assessment fees for apartment building ratings for the next five years.
3. Amend relevant legislation to require NABERS ratings to be disclosed in all rental and sale advertisements for apartments, ensuring prospective tenants and buyers have access to transparent energy efficiency information.

IN BRIEF

- Mandatory NABERS ratings for apartment buildings would extend a proven energy performance framework to the residential sector.
- Disclosure requirements would provide transparency for apartment buyers and renters while incentivising building efficiency improvements.
- A five-year fee waiver would support broad uptake and reduce implementation barriers for building owners and strata managers.
- The proposal would contribute to emissions reduction, lower utility costs and support Australia's transition to a more sustainable built environment.

MEMBER COMMENT

Background

The Commercial Building Disclosure (CBD) program, administered under the *Building Energy Efficiency Disclosure Act 2010*, mandates NABERS Energy ratings for commercial office buildings over 1,000 square metres when sold or leased, promoting transparency and energy efficiency in the built environment. NABERS (National Australian Built Environment Rating System) provides a proven framework for assessing and improving the environmental performance of buildings. While NABERS ratings are currently available for apartment buildings¹ they remain voluntary for residential properties. Extending CBD-style mandates to residential apartments would drive sustainability, reduce energy costs for residents, and align with national climate goals by encouraging efficient building practices across sectors.

Purpose

Extending mandatory NABERS ratings to residential apartment buildings under a framework similar to the CBD program for commercial properties delivers multifaceted benefits across environmental, economic, and social dimensions. These ratings target

¹ <https://www.nabers.gov.au/apartment-buildings>

shared services and common areas (e.g., lifts, lobbies, pools, and lighting), which can constitute up to 60% of a building's total energy consumption. By mandating ratings and requiring their disclosure in all rental and sale advertisements, the policy enhances transparency, incentivises efficiency upgrades, and supports Australia's sustainability agenda, including the push toward net-zero emissions in the built environment.

Environmental Benefits

Mandatory NABERS ratings would measure and minimise energy and water usage in apartment buildings, directly contributing to reduced greenhouse gas emissions. The buildings sector accounts for approximately half of Australia's energy consumption and nearly a quarter of its emissions, making residential efficiency improvements essential for achieving national climate targets like net-zero by 2050. NABERS serves as a reliable benchmark for continuous performance monitoring, facilitating targeted reductions in resource use and fostering a healthier environment.

For example, it tackles high-impact elements such as gas-powered hot water systems via stakeholder engagement and feasible upgrades, aligning with broader efforts to decarbonise buildings. This initiative bolsters local climate action by enabling Councils to integrate NABERS data into community-level sustainability plans, such as retrofitting programs that address urban heat islands and promote renewable energy adoption at the grassroots level. Nationally, it accelerates the energy transition by scaling up proven tools like NABERS, which have already driven significant emissions reductions in commercial sectors and now extend to support embodied carbon assessments for cleaner, more sustainable construction.

Economic Benefits

Building owners and strata managers stand to cut energy and water expenses by up to 30-42%, as NABERS identifies inefficiencies in common areas where utilities often consume 25% of costs. Elevated NABERS scores enhance property appeal and value, providing a market advantage and fostering long-term asset appreciation in an eco-conscious real estate landscape. The proposed five-year fee waiver for submissions lowers entry barriers, yielding substantial net economic returns through simple upgrades like LED lighting and automated systems.

Moreover, this validated performance data streamlines sustainability reporting for investors, unlocking access to green financing and insurance incentives. Critically, these savings directly alleviate cost-of-living pressures for residents by reducing shared utility costs passed onto households, with potential annual bill reductions of hundreds of dollars per unit amid rising energy prices. On a national scale, NABERS has already generated nearly \$2 billion in consumer savings through efficiency gains, positioning the program as a key driver in the energy transition toward affordable, low-carbon infrastructure.

Social and Community Benefits

With about 80% of prospective buyers and renters prioritising environmental performance data, mandatory disclosure in advertisements empowers informed choices, helping individuals select energy-efficient homes that lower personal energy bills and enhance living standards. This transparency raises resident awareness of building efficiency, encouraging behaviours like energy conservation and participation in strata-led initiatives, without intruding on individual unit assessments. Ratings elevate a building's reputation as a sustainability frontrunner, increasing resident satisfaction and community pride in eco-friendly living.

Overall, the program cultivates transparency, bolsters investor trust, and harmonises with growing green preferences, making apartments more desirable in a market that rewards sustainability. By heightening awareness, it empowers residents to advocate for local climate actions, such as Council-supported solar installations or waste reduction programs, fostering a grassroots culture of environmental stewardship.

Local Government's Role

Local Governments are ideally positioned to drive this program's success at the grassroots level, bridging federal mandates with community needs through their roles in planning, enforcement, and incentives. Local Governments may ensure equitable rollout of the proposed measures mandated by federal support and help addressing performance gaps.

Local Governments may also offer localised support, such as workshops for strata managers, coordinate subsidies during the fee-waiver period, and data-sharing platforms to track progress. This coordination amplifies national energy transition efforts by enabling place-based innovations, like net-zero precincts, while empowering residents through education campaigns that link building efficiency to everyday cost savings and climate resilience.

SECRETARIAT COMMENT

WALGA acknowledges the role that building performance disclosure programs can play in improving energy efficiency, reducing emissions and assisting consumers to make more informed purchasing and rental decisions. The NABERS framework is well established within the commercial property sector and has demonstrated value in providing a nationally consistent method for measuring and benchmarking building performance.

The intent of this motion aligns with broader Australian and State Government objectives to improve the energy performance of the built environment. Increased transparency regarding apartment building energy performance may encourage investment in building upgrades, support operating cost reductions and provide market-based incentives for improved sustainability outcomes.

WALGA notes that the Australian Government is already considering future expansion of building energy disclosure arrangements through the Commercial Building Disclosure (CBD) Expansion Roadmap and the Home Energy Ratings Disclosure Framework. These initiatives include investigation of energy performance disclosure mechanisms for residential buildings and consideration of the role of NABERS ratings for Class 2 apartment buildings. The Australian Government has also indicated that no immediate changes to the CBD program are proposed while further stakeholder consultation and policy development occurs.

The proposal raises a number of implementation considerations, including the regulatory and administrative burden on strata companies and apartment owners, the appropriateness of mandating disclosure for existing buildings, and the costs associated with undertaking and maintaining ratings. While the proposed five-year fee waiver would seek to address some of these barriers, any expansion of mandatory disclosure requirements would require detailed assessment of costs, benefits and potential impacts across different apartment building typologies and ownership structures.

7.7 FUNDING SUPPORT FOR NATIVE TITLE, ILUA AND TRADITIONAL OWNER ENGAGEMENT COSTS

Shire of Dundas to move:

MOTION

That WALGA:

1. **Advocate to the Western Australian and Australian Governments for the establishment of a dedicated funding program to support Local Governments with the costs associated with:**
 - a. **Native Title negotiations;**
 - b. **Indigenous Land Use Agreements (ILUAs);**
 - c. **Aboriginal Cultural Heritage consultation;**
 - d. **Traditional Owner engagement;**
 - e. **Heritage, anthropological and cultural assessments; and**
 - f. **Agreement implementation and monitoring.**
2. **Seek recognition that Native Title and Traditional Owner engagement requirements are increasingly necessary to deliver housing, infrastructure, emergency management, renewable energy, land tenure and economic development projects, and should not be funded solely from Local Government rate revenue.**
3. **Request that any future funding program prioritise regional, rural and remote Local Governments with:**
 - b. **large geographic areas;**
 - c. **significant Crown land holdings;**
 - d. **extensive Native Title interests; and**
 - e. **limited rate bases.**

IN BRIEF

- Remote Local Governments are increasingly required to undertake Native Title and Traditional Owner engagement to deliver essential projects.
- No dedicated State or Commonwealth funding exists to assist Local Governments with these costs.
- Current arrangements result in significant cost shifting from other levels of government to Local Government.
- Unfunded engagement requirements delay housing, infrastructure, emergency management and economic development projects.
- A dedicated funding program would improve outcomes for Traditional Owners, Local Governments and regional communities.

MEMBER COMMENT

Across Western Australia, Local Governments are increasingly wanting to engage with Native Title holders and Traditional Owners as part of delivering community infrastructure, housing, economic development, emergency management and land tenure projects.

While Local Governments support meaningful engagement and recognise the importance of Traditional Owner participation in decision-making processes, there is currently no dedicated State or Commonwealth funding mechanism available to assist Local Governments with the associated costs. These costs commonly include:

- legal advice and representation;
- Indigenous Land Use Agreement negotiations;
- anthropological and heritage assessments;
- cultural heritage investigations;
- authorisation meetings;
- Traditional Owner consultation and participation costs;
- travel and accommodation; and
- agreement implementation and monitoring.

For many remote Local Governments, a single project requiring Native Title resolution can incur costs of tens of thousands of dollars before any physical works commence.

The impact is particularly significant for remote and regional Local Governments that:

- manage large geographic areas;
- have small populations and limited rate bases;
- contain extensive Crown land holdings;
- are required to facilitate State and Commonwealth policy outcomes; and
- have significant Native Title and Traditional Owner engagement obligations.

The absence of dedicated funding creates a significant cost-shifting burden and can lead to:

- delays to housing projects;
- delays to airport, road and utility infrastructure;
- delays to emergency management initiatives;
- increased project costs;
- reduced investment certainty; and
- pressure on Local Government operating budgets.

This issue is becoming increasingly significant as governments seek to accelerate housing delivery, renewable energy projects, economic development initiatives and Closing the Gap commitments. Local Governments are expected to facilitate these outcomes but are not provided with funding to undertake the associated engagement processes.

A dedicated funding program would:

- reduce cost shifting to Local Government;
- support meaningful Traditional Owner participation;
- improve project certainty;
- accelerate housing and infrastructure delivery;
- support regional economic development;
- strengthen relationships between Local Governments and Traditional Owners; and
- assist in achieving broader State and Commonwealth policy objectives.

Accordingly, WALGA is requested to advocate for a jointly funded State and Commonwealth program that recognises Native Title and Traditional Owner engagement as a shared public responsibility rather than an unfunded Local Government obligation.

SECRETARIAT COMMENT

WA Local Governments may need to comply with requirements under the *Native Title Act 1993 (Cth)* and *Aboriginal Heritage Act 1972 (WA)* where proposed activities may affect native title rights and interests or impact or harm Aboriginal cultural heritage. The applicable requirements vary depending on the activity, land tenure and context, and may include notification, consultation, opportunities to comment and/or approval processes and, in some [native title future act matters](#), negotiation in good faith with a view to reaching agreement with native title parties. Positive relationships with Traditional Owners, cultural knowledge holders and native title parties can assist Local Governments to understand and meet their statutory obligations.

There is currently no dedicated Australian or State Government funding to support Local Governments' costs in relation to native title and Aboriginal heritage agreement-making. However, the State Government's [Aboriginal Heritage Survey Program](#) to fund Aboriginal heritage surveys on unsurveyed or high-priority areas of the State is open to a range of proponents, including Local Governments.

In 2025, the WA Government commissioned the National Native Title Tribunal (NNTT) to conduct a [Review of Native Title and Aboriginal Heritage Processes](#) (the Review). The Review report and Government response to recommendations were tabled in Parliament on 9 June 2026. While the scope and consultation for the Review focused on the mining industry, WALGA engaged with the Review lead and NNTT Member Mr Glen Kelly, to highlight key challenges for Local Governments. The Review recommendations and Government's response provide opportunities for greater policy clarity, practice guidance and administrative efficiencies for all parties. There is also a commitment to increase and better coordinate support for Prescribed Bodies Corporate across State agencies, to increase their capacity to deal with increasing volumes of heritage and native title matters.

WALGA's [Advocacy Position 3.1.4 Aboriginal Heritage Protection](#) calls for the State Government to provide adequate resourcing to ensure all parties have the capacity, capability and resources to discharge their statutory obligations relating to Aboriginal heritage protection.

WALGA continues to support Members to understand and comply with their obligations relating to native title and Aboriginal heritage approval processes and best practice in Aboriginal engagement. More information is available on the [WALGA website](#) and [Kolbang Yanginy](#), the reconciliation resource for Local Governments that WALGA partnered to develop. WALGA advocacy on this issue includes ongoing discussions with State Government to share the experiences and insights of the Local Government sector and advocating for outcomes that address the need to balance delivering essential services and development, while protecting Aboriginal rights and interests.

The [WALGA Local Government Convention 2026 Program](#) includes a session on native title and agreement making, which is intended to provide practical insights and guidance on how Local Governments can leverage opportunities for partnership and agreement-making to enable land activation and infrastructure development.

The Shire of Dundas motion and WALGA's ongoing advocacy align on the need for greater support for WA Local Governments to comply with native title and Aboriginal heritage obligations, while meeting the needs of their community for essential infrastructure and services.

7.8 SUPPORT FOR ALGA MOTION #92 – NATIONAL CLIMATE ADAPTION FUNDING

Town of East Fremantle, City of Vincent, Shire of Augusta Margaret River to move:

MOTION

That WALGA:

1. **Endorse Motion 92 included within The Business Papers of the 2026 Australian Local Government Association National General Assembly as provided below:**
 - a. ***Acknowledge that the increasing costs of climate change – including disaster recovery from storms, floods, and bushfires, and community resilience building for heatwaves and sea-level rise – place an unsustainable financial burden on Local Government.***
 - b. ***Recognise the inequity where Local Governments and communities bear these costs despite not being responsible for the 75% of climate pollution generated by major coal, oil, and gas corporations.***
 - c. ***Establish a Parliamentary Inquiry into the adequacy of the 2025 National Adaptation Plan, specifically addressing the lack of additional funding for Local Governments to deliver mandated adaptation responses.***
 - d. ***Ensure this Inquiry identifies concrete revenue sources to meet investment needs, including the implementation of taxes or levies on the coal, oil, and gas industries aligned with the climate damage their products cause.***
 - e. ***Establish a National Climate Compensation Fund with a dedicated funding stream for Local Governments, commensurate with the scale of the financial risks identified in the 2025 National Climate Risk Assessment***
2. **Adopt Motion 92 as part of WALGA's federal advocacy program; and**
3. **Actively advocate, in partnership with the Australian Local Government Association, for:**
 - a. **the establishment of a National Climate Compensation Fund with a dedicated funding stream for Local Governments; and**
 - b. **the introduction of a Climate Pollution Levy on coal, oil and gas corporations.**

IN BRIEF

- The costs of climate disaster response and readiness confronting Local Governments are fast outpacing the willingness or capacity of State and Federal governments to finance the shortfall. A sustainable, dedicated funding stream must be found.
- Across Australia, Local Governments collectively own and manage billions of dollars in infrastructure threatened by climate-impacted events, including storms, floods, water damage, and bushfires.
- The motion seeks WALGA support for and advocacy of ALGA Motion 92 regarding climate adaptation funding and calling for increased Commonwealth funding support for Local Governments responding to climate change impacts.
- Existing constraints on Local Government revenue-raising mean Councils cannot address these increasing costs without significantly compromising other essential services.
- Climate disruption costs and adaptation/resilience requirements are escalating beyond the capacity of Local Governments to pay for them.

- A dedicated fund for Local Governments extends point 2(b) of WALGA's existing [Climate Change Advocacy Position 4.1](#): "*ensure that Local Government has the funding, guidance and practical support required to meet increasing risk and expanded legislative requirements to plan for, mitigate and adapt to climate impacts*".
- This motion seeks a federally administered funding solution that relieves the burden currently falling on ratepayers. The specific mechanism — whether through adjustment of existing policy settings or a new funding measure — is a matter for the Federal Government to determine.

TOWN OF EAST FREMANTLE COMMENT

Motion 92 included within The Business Papers of the 2026 Australian Local Government Association National General Assembly called on the Australian Government to:

1. *Acknowledge that the increasing costs of climate change — including disaster recovery from storms, floods, and bushfires, and community resilience building for heatwaves and sea-level rise—place an unsustainable financial burden on local government.*
2. *Recognise the inequity where local governments and communities bear these costs despite not being responsible for the 75% of climate pollution generated by major coal, oil, and gas corporations.*
3. *Establish a Parliamentary Inquiry into the adequacy of the 2025 National Adaptation Plan, specifically addressing the lack of additional funding for local governments to deliver mandated adaptation responses.*
4. *Ensure this Inquiry identifies concrete revenue sources to meet investment needs, including the implementation of taxes or levies on the coal, oil, and gas industries aligned with the climate damage their products cause.*
5. *Establish a National Climate Compensation Fund with a dedicated funding stream for local governments, commensurate with the scale of the financial risks identified in the 2025 National Climate Risk Assessment*

This motion extends beyond advocacy for funding (and other support), as it explicitly references how this funding might be delivered, via a polluter-pays mechanism, and dedicated compensation fund at least in part contributed to by the coal, oil and gas industries.

The motion calls on the Federal Government to establish a Parliamentary Inquiry into the adequacy of the 2025 National Adaptation Plan, create a dedicated funding stream for Local Governments that matches the scale of financial risks identified in the 2025 National Climate Risk Assessment, and identify taxes or levies on the coal, oil and gas industries aligned with the damage their products cause to finance the fund.

Research shows that roughly 76% of Australia's climate pollution comes from burning coal, oil and gas², a sector which has seen exceptional 'super profits' in recent years, and which pays well below its share of levies and taxes. Across the sector, income tax averages just 5% of its reported \$436 billion income, compared with the 30% corporate tax rate³. To 2024, \$111 billion worth of royalty-free liquefied natural gas (LNG) was exported from WA,

² [Freeloaders](#), Oxfam Australia, April 2026

³ [Freeloaders: How gas corporates are paying little tax](#), Oxfam Australia, 30 April 2026

sacrificing at least \$9.6 billion in revenue if royalties had been paid⁴. A polluter-pays mechanism is also supported by a majority of the Australian public - 70% of Australians support a mechanism to collect revenue from polluting industries⁵.

Federal and State Governments are unwilling or unable to provide guaranteed long-term funding to meet the escalating climate change induced mitigation, adaption and resilience-building costs faced by Local Governments, or are even passing more costs of climate adaptation and mitigation onto other levels of government or residents⁶⁷. The fossil fuel corporations, the major financial beneficiaries of climate disruption, contribute little to repairing the damage their products cause. A levy on fossil fuel products paid into a dedicated fund supporting Local Governments in climate adaptation and mitigation will bring costs and profits into better alignment.

CITY OF VINCENT COMMENT

Local Governments are legislatively obligated to address climate change through the *Local Government Act 1995*. Whilst there are sound policy reasons for all tiers of government to be a part of addressing this global challenge, for the Local Government sector the cost of both mitigating and adapting to the effects of climate change is rapidly outpacing the capacity to do so.

The National Adaptation Plan outlines that natural disasters cost the Australian economy \$38 billion per year. Costs will continue to escalate as global warming increases and current Federal funding is not sufficient, stable or long-term to support this.

Unlike other tiers of government with greater capacity to raise revenue, Local Governments have finite resourcing to adequately fund this without impacting on the delivery of essential services or significantly increasing rates. This is neither fair nor sustainable.

Motion 92 was unanimously passed at the ALGA National General Assembly, highlighting the importance of this issue across all Local Governments whether inner-city, urban, rural or remote.

Local Governments collectively own and manage billions of dollars in infrastructure currently threatened by climate-impacted events, including storms, floods, water damage, and bushfires.

For Vincent, key local challenges in responding to the impacts of climate change include:

- Reducing urban heat and increasing tree canopy while responding to the ongoing impacts of Polyphagous Shot-Hole Borer and reducing rainfall.
- Responding to extreme weather events and flooding impacts by upgrading the City's ageing and at-capacity drainage network whilst simultaneously being the highest density Council in WA.

⁴ [Zero royalties charged on \\$111 billion in WA gas sales](#), The Australia Institute, 4 June 2024

⁵ [Pay up: Australians say it's time big polluters paid for the damage they do to the environment](#), The Australia Institute, 27 November 2024

⁶ [Queensland worse off under proposed disaster recovery funding changes](#), councils say, ABC News, 6 June 2026

⁷ [NSW proposes new property levy to support emergency services](#), Realtisan

A dedicated funding stream is essential for Local Governments to support climate change mitigation and adaptation responses without increasing the burden disproportionately to our communities.

The establishment of a Parliamentary Inquiry provides a way to identify opportunities for this to be delivered and is essential to shift the fiscal burden from ratepayers to the industries primarily responsible for inflicting climate-related damage.

Endorsement of this motion would give practical effect to WALGA's recently adopted [Climate Change Advocacy Position](#). Specifically, to "*ensure that Local Government has the funding, guidance and practical support required to meet increasing risk and expanded legislative requirements to plan for, mitigate and adapt to climate impacts*".

The City values WALGA's continued leadership and looks forward to working collaboratively to secure the stable and long-term funding needed. This would enable Local Governments to respond to our legislative obligations and deliver local climate mitigation, resilience and adaptation measures for our communities.

SHIRE OF AUGUSTA MARGARET RIVER COMMENT

Right now, our communities are bearing the costs of dealing with the impacts of global warming. As a regional Local Government with an extensive coastline, the Shire is experiencing the effects of coastal impacts such as sea level rise, more severe storm events, and increased bushfire risk.

Local Governments, residents and local businesses are already bearing significant costs through rising insurance premiums, damage to community infrastructure, and disaster response and recovery efforts. While climate change has multiple causes, the extraction and use of coal, oil and gas remains a major contributor to global warming. Yet many of the costs of responding to these impacts continue to fall on local communities and future generations, rather than those who have profited most from fossil fuel production.

While climate change affects everyone, we are concerned that those experiencing the greatest impacts have often contributed the least to the problem. These costs are increasingly being borne by regional and local communities that have limited capacity to absorb them.

Communities across Australia are calling for coal, oil and gas corporations to contribute their fair share towards the costs of climate adaptation and recovery, helping ensure Local Governments have the resources needed to respond to climate impacts and build resilient, thriving communities.

SECRETARIAT COMMENT

This motion was passed at the ALGA National General Assembly (NGA), however ALGA NGA motions are not binding and will be considered by the ALGA Board. WALGA is a member of ALGA and will have input into the determination of action relating to the motion.

WALGA has undertaken extensive consultation on the [Climate Change Advocacy Position](#) which was adopted by State Council in July 2026. As noted in the commentary from Local Governments, the motion aligns with WALGA's Advocacy Position on Climate Change however goes into greater detail regarding the issue and resolution. WALGA is currently developing an advocacy plan to progress the outcomes in the recently adopted Advocacy Position and will work with ALGA and other Local Government Associations on these matters.

7.9 DELIVERING EQUITABLE NBN FIBRE UPGRADE PATHWAY FOR MULTI-DWELLING UNITS

City of Perth to move:

MOTION

That WALGA calls on the Australian Government to work with NBN Co to:

- 1. Establish and publish a funded national upgrade pathway to Fibre to the Premises (FTTP) for all Multi-Dwelling Units (MDUs), including apartments, townhouses and older unit developments currently served by Fibre to the Building (FTTB).**
- 2. Close the existing policy gap for MDUs by prioritising high-density urban housing within future FTTP rollout planning, recognising the significant proportion of capital-city residents who live in apartments and townhouses.**
- 3. Provide dedicated funding and delivery mechanisms - including grants, co-investment and streamlined approvals - to address the additional cost and complexity of retrofitting fibre in older strata-titled buildings, ensuring residents are not disadvantaged by dwelling type.**
- 4. Support Local Governments to work with strata bodies and NBN Co to streamline MDU upgrade delivery, including standardised strata engagement materials and access/approval processes for common property.**

IN BRIEF

- Residents of many apartment buildings, townhouses and other multi-dwelling developments remain excluded from NBN Co's funded Fibre to the Premises (FTTP) upgrade program and continue to rely on legacy Fibre to the Building (FTTB) infrastructure.
- Establishing a funded national FTTP upgrade pathway for multi-dwelling units would address a growing digital inequity affecting residents of high-density housing, particularly within capital cities.
- Dedicated funding, co-investment opportunities and streamlined delivery arrangements would help overcome the additional cost and complexity of upgrading older strata-titled buildings to full-fibre connections.
- Supporting Local Governments to work with strata bodies and NBN Co would facilitate more efficient upgrade delivery through streamlined approvals, access arrangements and standardised engagement processes.

MEMBER COMMENT

Background

People are increasingly concerned about a growing digital infrastructure inequity affecting residents of apartments, townhouses and older unit developments. Reliable high-speed broadband is now essential infrastructure, underpinning economic participation, remote work, education, telehealth and access to government services.

While the National Broadband Network (NBN) is transitioning toward a predominantly fibre-based network, a significant cohort of households – those living in Multi-Dwelling Units (MDUs) – remain reliant on legacy copper-based technologies due to historical infrastructure decisions.

The Australian Government and NBN Co have already set a clear direction of travel for the fixed-line network: move legacy copper areas to full fibre. NBN's "full fibre" upgrade program explicitly enables eligible premises on Fibre to the Node (FTTN) and Fibre to the Curb (FTTC) to upgrade to Fibre to the Premises (FTTP), and in January 2025 NBN Co announced a Government-backed investment package to upgrade the remaining FTTN footprint, enabling higher-speed services delivered mostly via FTTP.

However, this transition leaves out a major cohort: the Fibre to the Building/Basement (FTTB) footprint, which is dominated by apartment buildings and older unit developments. NBN's FY26 Annual Service Improvement Plan confirms that a full-fibre upgrade for the FTTB footprint is not currently planned, with only limited trials underway.

This exclusion disproportionately affects city residents. Apartments are a significant and growing share of Australia's housing stock, with more than 2.6 million people living in apartments nationally, including over 550,000 people in high-rise buildings. In capital cities, older apartments are disproportionately served by FTTB, FTTN or FTTC, and in many cases are either ineligible for existing FTTP upgrade programs or face unclear, complex and costly upgrade pathways.

Within the City of Perth, hundreds of inner-city apartments in precincts such as the CBD, East Perth, West Perth and Northbridge were connected via FTTB during earlier phases of the NBN rollout as recently as 2016 and now face capped speeds and reduced reliability compared with neighbouring dwellings that have access to full-fibre connections.

While NBN expects around 90% of the fixed-line network (approximately 10.3 million premises) to have access to near-gigabit wholesale speeds by December 2025, residents of many MDUs remain stuck on FTTB with no defined or funded pathway to FTTP.

Local Governments also have a practical role in removing on-the-ground barriers to fibre upgrades in strata buildings. Even where upgrades are available, MDUs can be delayed by complex owner-corporation decision-making and access arrangements across common property and multiple tenancies. Councils are well placed to support and convene strata communities so upgrades can proceed efficiently.

Accordingly, Local Governments should be supported to work with strata bodies, NBN Co and industry to streamline access and approvals, including standard engagement materials, model strata resolutions, clear access/works guidance for common property, and streamlined local approvals for low-impact telecommunications works.

Without a clear upgrade strategy, a growing number of urban households risk being left behind as the rest of the country transitions to world-class fibre connectivity, entrenching a digital divide based not on demand or location, but on dwelling type.

Supporting Evidence

1. NBN Co has stated that approximately 90% of the fixed-line footprint is targeted to be capable of gigabit speeds by 2025; however, the majority of Fibre to the Building (FTTB) connections are not currently included in this upgrade pathway.
2. Industry estimates indicate that more than 2 million apartments and townhouses are connected to the NBN nationally.
3. Australian Bureau of Statistics Census data indicates that over 500,000 Australians reside in high-rise apartment buildings (nine storeys or more), predominantly located in capital cities.

4. NBN FTTB services are typically limited to maximum download speeds of around 100 Mbps, compared with FTTP services capable of supporting download speeds up to 2,000 Mbps.
5. ACCC and industry reporting has identified a widening performance and reliability gap between fibre-based and copper-based NBN technologies, particularly during peak demand periods.

SECRETARIAT COMMENT

Current WALGA advocacy regarding the provision of high-speed internet is restricted to the Local Government sector's support for consistent and appropriate internet solutions including suitable pricing for rural, regional, and remote Western Australia ([Advocacy Position 2.4.3](#)).

The role of Local Government in relation to the National Broadband Network (NBN) is typically to support the planning and design of the network prior to the rollout of fibreoptic cable, and to work with NBN Co on community engagement. Much of the work to connect properties outside of the public realm is undertaken by NBN Co and the property owner, including strata properties. In particular, retrofitting existing buildings with new fibreoptic cable that does not require changes to infrastructure in the public realm may not involve Local Governments at all.

Whilst Local Governments may acknowledge the role of high-speed internet as beneficial to residents, the interface of the change from FTTB to FTTP with Local Government business may be limited.

8 CLOSURE

Upon the completion of business, the Chair will close the meeting.

Attachment 1: AGM Standing Orders

[Return to Agenda item 4](#)



Western Australian Local Government Association Annual and Special General Meeting Standing Orders

1. DEFINITIONS

For the purposes of these Standing Orders, if not inconsistent with the context, the following words shall have the following meanings:

- 1.1 **"Absolute Majority"** means: a majority of Delegates whether present and voting or not.
- 1.2 **"Association"** means: the Western Australian Local Government Association.
- 1.3 **"Chief Executive Officer"** means: the Chief Executive Officer for the time being of the Association.
- 1.4 **"Constitution"** means: the Constitution of the Association.
- 1.5 **"Delegate or Deputy Delegate"** means: those persons duly nominated to represent a Member Local Government at a Meeting of the Association. In the construction of these Standing Orders unless the context requires otherwise, the word "Delegate" shall in the absence of the Delegate include a Deputy Delegate. A Deputy Delegate acting in the capacity of a Delegate unable to attend a meeting of the Association shall exercise all rights of that Delegate.
- 1.6 **"Deputy President"** means: the Deputy President for the time being of the Association.
- 1.7 **"Meeting"** means: an Annual or Special General Meeting of the Association.
- 1.8 **"Member Local Government"** means: a Local Government admitted to ordinary membership of the Association in accordance with the provisions of the Constitution.
- 1.9 **"President"** means: the President for the time being of the Association. In the construction of these Standing Orders unless the context requires

otherwise, the word "President" shall in the absence of the President include the Deputy President or the Delegate chosen by resolution to preside at any Meeting of the Association.

- 1.10 **"Simple Majority"** means: a majority of Delegates that are present and voting.

2. CONDUCT OF MEETINGS

The proceedings and business of Meetings of the Association shall be conducted according to these Standing Orders.

3. NOTICE OF MEETING

3.1 Annual General Meeting

The Chief Executive Officer shall give at least ninety (90) days notice of an Annual General Meeting to all Member Local Governments, advising of the closing date for submission of motions for inclusion on the agenda.

3.2 Special General Meeting

A Special General Meeting of the Association is to be held if a request is received by the President, in accordance with the requirements of the Constitution. No business shall be transacted at a Special General Meeting other than that for which the Special General Meeting was called.

- 3.3 Notice of a Special General Meeting shall be given by the Chief Executive Officer to all Member Local Governments.

4. QUORUM

- 4.1 The Association shall not conduct business at a Meeting unless a quorum is present.

- 4.2 At any Meeting, greater than one half of the Delegates who are eligible to vote must be present to form a quorum.

- 4.3 The Association is not to transact business at a Meeting unless a quorum is present.

- 4.4 If a quorum has not been established within 30 minutes after a Meeting is due to begin then the Meeting can be adjourned –

(a) by the President or if the President is not present at the meeting, by the Deputy President;

- (b) if neither the President nor Deputy President is present at the meeting, by a majority of Delegates present;
- (c) if only one Delegate is present, by that Delegate; or
- (d) if no Delegate is present, by the Chief Executive Officer or a person authorised by the Chief Executive Officer.

4.5 If at any time during a Meeting a quorum is not present, the President shall thereupon suspend the proceedings of the Meeting for a period of five (5) minutes and if a quorum is not present at the expiration of that period, the Meeting shall be deemed to have been adjourned and the person presiding is to reschedule it for some future time.

4.6 Notice of a Meeting adjourned because of absence of a quorum is to be given to all Member Local Governments.

5. MEETINGS OPEN TO THE PUBLIC

The business of the Association conducted at a Meeting shall be open to the public except upon such occasions as the Association may by resolution otherwise decide.

6. ORDER OF BUSINESS

Unless the Association should decide otherwise, the order of business at Meetings shall be as follows:

- (a) Record of attendance and apologies;
- (b) Announcements;
- (c) Confirmation of minutes of previous Meetings;
- (d) President's report;
- (e) Financial report for the financial year; and
- (f) Consideration of Executive and Member Motions.

7. VOTING ENTITLEMENTS

7.1 Each Member Local Government shall be entitled to be represented at any Meeting by two (2) Delegates.

7.2 Only eligible and registered Delegates may vote.

7.3 A Delegate shall be entitled to exercise one vote on each matter to be decided. Votes are to be exercised in person.

7.4 If a Delegate is unable to attend any Meeting a duly eligible and registered Deputy Delegate may attend and exercise a vote.

7.5 A Deputy Delegate shall be nominated in writing and delivered to the Chief Executive Officer before the commencement of the Meeting. The nomination shall be signed by the Chief Executive Officer of the Member Local Government that nominated the Delegate.

8. SPECIAL URGENT BUSINESS

At any time during a Meeting a Delegate may, with the approval of an Absolute Majority, introduce a motion relating to special urgent business that calls for an expression of opinion from Delegates.

In presenting an item of special urgent business, a Delegate shall have sufficient copies of the motion in writing for distribution to all Delegates present at the Meeting and, where practicable, give prior notice to the President of such intention.

9. PRESIDENT TO PRESIDE

9.1 The President shall preside at all Meetings, but in the absence of the President, the Deputy President shall preside.

9.2 In the absence of the President and the Deputy President, the Delegates shall choose by resolution, a Delegate present to preside at the Meeting.

10. SPEAKING PROTOCOL

10.1 Only registered Delegates and members of the Association's State Council shall be entitled to speak at Meetings.

10.2 The first person who attracts the attention of the President shall have precedence in speaking.

10.3 If two or more Delegates wish to speak at the same time, the President shall decide who is entitled to priority.

10.4 Speakers are to use the microphones supplied.

10.5 When addressing a meeting, speakers are to:

- (a) rise and remain standing unless unable to do so by reason of sickness or disability;

- (b) address the meeting through the President;
- (c) state their name and Local Government before otherwise speaking;
- (d) refrain from reading comment printed in the agenda paper in support of a motion, but may identify key points or make additional comment; and
- (e) refrain from using provoking or discourteous expressions that are calculated to disturb the peaceful current of debate.

11. DEBATE PROCEDURES

- 11.1 A Delegate moving a substantive motion may speak for –
 - (a) 5 minutes in their opening address; and
 - (b) 3 minutes in exercising the right of reply.
- 11.2 Other speeches for or against motions are to be limited to 3 minutes unless consent of the meeting is obtained which shall be signified without debate.
- 11.3 No Delegate, except the mover of a motion in reply, is to speak more than once on the same motion except by way of personal explanation.
- 11.4 As soon as the right of reply has been exercised, the motion is to be forthwith put to the vote without further comment.
- 11.5 No discussion shall take place on any motion unless it is moved and seconded.
- 11.6 Only one amendment on any one motion shall be received at a time, and such amendment shall be disposed of before any further amendment can be received. Any number of amendments may be proposed.
- 11.7 The provisions of these Standing Orders applicable to motions apply mutatis mutandis to amendments, except that the mover of an amendment shall have no right of reply.
- 11.8 When a motion has been moved and seconded, the person presiding shall at once proceed to take a vote thereon unless a Delegate opposes it or an amendment is proposed.
- 11.9 No more than two Delegates shall speak in succession on one side,

either for or against the question before the meeting, and if at the conclusion of the second speaker's remarks, no Delegate speaks on the other side, the motion or amendment may be put to the vote.

- 11.10 Notwithstanding clause 11.8, where a composite motion is moved which embodies the core aspects of subsequent motions listed on the agenda, a Delegate whose motion has been superseded shall have the opportunity to speak on the question of the composite motion before it is put. Once a composite motion has been carried, no further debate shall be permitted in respect of the superseded motions.

- 11.11 At any time during a debate, but after the conclusion of a Delegate's comments, a Delegate who has not spoken during the debate may move, without discussion, "that the question be now put". If that motion is seconded and carried by a majority, the question shall be submitted at once to the meeting, after the mover has replied.

12. QUESTIONS

Any Delegate seeking to ask a question at a Meeting shall direct the question to the President.

13. POINT OF ORDER

A Delegate who is addressing the President shall not be interrupted except on a point of order, in which event the Delegate shall wait until the Delegate raising the point of order has been heard and the question of order has been disposed of, whereupon the Delegate so interrupted may, if permitted, continue.

14. MOTION - SUBSTANCE TO BE STATED

A Delegate seeking to propose an original motion or amendment shall state its substance before addressing the meeting thereon and, if so required by the President, shall put the motion or amendment in writing.

15. PRESIDENT TO BE HEARD

Whenever the President signifies a desire to speak during a debate, any Delegate speaking or offering to speak is to be silent, so that the President may be heard without interruption.

16. WITHDRAWAL OF MOTION

A motion or amendment may be withdrawn by the mover with the consent of the meeting, which shall be signified without debate, and it shall not be competent for any Delegate to speak upon it after the mover has asked permission for its withdrawal, unless such permission has been refused.

17. PRESIDENT MAY CALL TO ORDER

The President shall preserve order and may call any Delegate to order when holding an opinion that there shall be cause for so doing.

18. RULING BY PRESIDENT

The President shall decide all questions of order or practice. The decision shall be final and be accepted by the meeting without argument or comment unless the meeting resolves that a different ruling shall be substituted for the ruling given by the President. Discussions shall be permitted on any such motion.

19. RESOLUTIONS

19.1 Except as otherwise provided in the Constitution and these Standing Orders, all motions concerning the affairs of the Association shall be passed by a Simple Majority.

19.2 Any matter considered at a Special Meeting shall not be passed unless having received an Absolute Majority.

20. NO DISCUSSION

Where there is no discussion on a motion, the President may deem the motion to be passed unless the meeting resolves otherwise.

21. PERMISSIBLE MOTIONS DURING DEBATE

21.1 When a motion is under debate, no further motion shall be moved except the following:

- (a) that the motion be amended;
- (b) that the meeting be adjourned;
- (c) that the debate be adjourned;
- (d) that the question be now put;
- (e) that the meeting proceed with the next item of business; or
- (f) that the meeting sits behind closed doors.

21.2 Any Delegate who has not already spoken on the subject of a motion at the close of the speech of any other Delegate, may move without notice

any one of the motions listed in clause 21.1 (b)-(f) and, if the motion is seconded, it shall be put forthwith.

21.3 When a debate is adjourned, the Delegate who moves the adjournment shall be the first to speak on the motion when the debate is resumed unless the Delegate advises of no desire to speak on the motion. Where this occurs, the President shall then call for further speakers, with the exception of those Delegates who have previously spoken (unless the meeting otherwise agrees).

22. RESCISSION OF RESOLUTION

22.1 At the same Meeting

Unless a greater majority is required for a particular kind of decision under the Standing Orders or the Constitution (in which event that shall be the majority required), the meeting may, by Simple Majority at the same Meeting at which it is passed, rescind or alter a resolution if all Delegates who were present at the time when the original resolution was passed are present.

22.2 At a future Meeting

Unless a greater majority is required for a particular kind of decision under the Standing Orders or the Constitution (in which event that shall be the majority required), the meeting may rescind or alter a resolution made at an earlier meeting:

- (a) by Simple Majority, where the Delegate intending to move the motion has, through the Chief Executive Officer, given written notice of the intended motion to each Delegate at least seven (7) days prior to the Meeting; or
- (b) by Absolute Majority, in any other case.

23. METHOD OF TAKING VOTES

The President shall, in taking a vote on any motion or amendment, put the question first in the affirmative, and then in the negative and may do so as often as is necessary to enable formation and declaration of an opinion as to whether the affirmative or the negative has the majority on the voices or by a show of hands or by an electronic voting system.

24. DIVISION

Immediately upon a vote being taken and a declaration of the final result by the President, a Delegate may call for a division.

25. ALL DELEGATES TO VOTE

25.1 A Delegate present at the Meeting when a question is put shall vote on the question.

25.2 Each Delegate shall be entitled to exercise one deliberative vote on any matter considered.

26. PRESIDENT'S RIGHT TO VOTE

The President shall have a casting vote only.

27. SUSPENSION OF STANDING ORDERS

27.1 In cases of urgent necessity or whilst the meeting is sitting behind closed doors, any of these Standing Orders may be suspended on a motion duly made and seconded, but that motion shall not be declared carried unless a Simple Majority of Delegates have voted in favour of the motion.

27.2 Any Delegates moving the suspension of a Standing Order shall state the object of the motion, but discussion shall not otherwise take place.

28. NO ADVERSE REFLECTION ON ASSOCIATION

A Delegate shall not reflect adversely upon a resolution of the Association, except on a motion that the resolution be rescinded.

29. NO ADVERSE REFLECTION ON DELEGATE

A Delegate shall not reflect adversely upon the character or actions of another Delegate nor impute any motive to a Delegate unless the Association resolves, without debate, that the question then before the Association cannot otherwise be adequately considered.

30. MINUTES

30.1 The Chief Executive Officer is to cause minutes of the Meeting to be kept and preserved.

30.2 The minutes of a Meeting are to be submitted to the next Meeting for confirmation.

30.3 Copies of the previous Meeting minutes will be supplied to all Delegates prior to the Meeting.

Attachment 2: Minutes of the 2025 Annual General Meeting
[Return to Agenda item 5](#)



WALGA

WALGA Annual General Meeting Minutes

Tuesday, 23 September 2025

**Perth Convention and Exhibition Centre
21 Mounts Bay Road, Perth WA**

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1 OPENING

The Chair declared the meeting open at 3:01pm.

2 RECORD OF APOLOGIES

- | | |
|-----------------------------|----------------------|
| • Shire of Denmark | • Shire of Pingelly |
| • Shire of Kojonup | • Shire of Sandstone |
| • Shire of Ngaanyatjaraku | • Shire of Trayning |
| • Shire of Peppermint Grove | • Shire of Westonia |

3 ANNOUNCEMENTS

Nil.

4 ADOPTION OF AGM STANDING ORDERS

The Annual General Meeting Standing Orders were contained within the Agenda.

RESOLUTION

Moved: Cr Paul Kelly, Town of Claremont

Seconded: President Paige McNeil, Shire of Mundaring

That the WALGA Annual General Meeting Standing Orders be adopted with the exception of section 12.5 to allow for the use of mobile phones during the meeting.

CARRIED

5 CONFIRMATION OF PREVIOUS MINUTES

The Minutes of the 2024 WALGA Annual General Meeting were contained within the Agenda, along with a report on the action taken on the 2024 AGM resolutions.

RESOLUTION

Moved: Cr Paul Kelly, Town of Claremont

Seconded: President Chris Antonio, Shire of Northam

That the Minutes of the 2024 WALGA Annual General Meeting be confirmed as a true and correct record of proceedings.

CARRIED

6 ADOPTION OF ANNUAL REPORT

The 2024-2025 Annual Report, including the 2024-2025 Audited Financial Statements, was distributed to Members separately.

RESOLUTION

Moved: Cr Karen Wheatland, City of Melville

Seconded: President Chris Antonio, Shire of Northam

That the 2024-2025 Annual Report, including the 2024-2025 Audited Financial Statements, be received.

CARRIED

7 CONSIDERATION OF EXECUTIVE AND MEMBER MOTIONS

7.1 PROVISION OF MEDICAL SERVICES IN REMOTE AND VERY REMOTE LOCAL GOVERNMENTS

Shire of Lake Grace

MOTION

Moved: President Cr Len Armstrong, Shire of Lake Grace

Seconded: Cr Peter Callaghan, Shire of Gnowangerup

That WALGA calls on the Western Australian Government and WA Grants Commission to:

1. increase the Medical Facilities Cost Adjuster component of the Financial Assistance Grants to Local Governments; and
2. recalculate distributions to those Local Governments in remote and very remote locations that are providing block cash payments to attract and retain general practitioners to allow affected Councils to redirect ratepayer funds to Local Government responsibilities.

AMENDMENT

Moved: Cr Darren King, Shire of Boyup Brook

Seconded: President Cr Les Price, Shire of Cue

To amend point 2 as follows:

2. recalculate distributions to those Local Governments ~~in remote and very remote locations~~ that are providing block cash payments to attract and retain general practitioners to allow affected Council to redirect ratepayer funds to Local Government responsibilities.

THE AMENDMENT WAS PUT AND CARRIED

AMENDMENT

Moved: President Cr Kristy D'Aprile, Shire of Katanning

Seconded: Cr Scott Crosby, Shire of Kent

To amend point 1 as follow:

1. increase the total funding and then the Medical Facilities Cost Adjuster component of the Financial Assistance Grants to Local Governments; and
2. recalculate distributions to those Local Governments that are providing block cash payments to attract and retain general practitioners to allow affected Council to redirect ratepayer funds to Local Government responsibilities.

THE AMENDMENT WAS PUT AND CARRIED

THE SUBSTANTIVE MOTION AS AMENDED WAS PUT

That WALGA calls on the Western Australian Government and WA Grants Commission to:

- 1. increase the total funding and then the Medical Facilities Cost Adjuster component of the Financial Assistance Grants to Local Governments; and**
- 2. recalculate distributions to those Local Governments that are providing block cash payments to attract and retain general practitioners to allow affected Council to redirect ratepayer funds to Local Government responsibilities.**

CARRIED

MEMBER COMMENT

The Shire of Lake Grace is the lead Shire in the “Local Government Rural Health Funding Alliance” which also consists of the Shires of Gnowangerup, Jerramungup, Ravensthorpe, Narembeen, Jerramungup and Kojonup.

The Shire of Lake Grace, on behalf of the Alliance successfully presented a motion at the Australian Local Government Association (ALGA) National General Assembly, calling on the Australian Government to increase Financial Assistance Grants and recalibrate their distribution to better support rural councils funding general practitioner (GP) services. The motion was carried unanimously.

Remote and very remote Local Governments are filling a critical gap in primary healthcare. Local Governments are the third sphere of government yet are delivering on behalf of the State and Commonwealth. These Local Governments are stepping into primary healthcare provision due to insufficient Commonwealth and State financial support to GPs and specific incentives for remote and very remote communities. This is not their legislated responsibility, yet these six Local Governments are contributing over \$1.475 million annually in cash, plus housing, vehicles, and surgeries to attract and retain GPs where there is geographical isolation, small populations and diverse health needs.

The Medical Facilities Cost Adjustor under the Financial Assistance Grants in WA is calculated and distributed by the WA Grants Commission. It recognizes only 82% of a 3-year rolling average, capped at \$85,000–\$100,000. It does not reflect actual costs, which often exceed \$200,000–\$300,000 per GP per community. It then leaves a significant funding gap (e.g. Shire of Kojonup received \$0 despite spending \$250,000 as it was provided to a third party local not-for-profit to engage the GP and Practice).

The Shire of Lake Grace is requesting block funding and a recalculation criterion to remote and very remote local governments, distributed via the Financial Assistance Grants (Medical Facilities Cost Adjustor). This would reduce the unsustainable burden on ratepayer funds, ensure continuity of care and return ratepayer funds to core local government services.

These Local Governments are not creating the problem — rather they are solving it. They are collaborating regionally, implementing multi-site rural generalist models that requires economies of scale as a group, and ensuring reasonable travel distances for locals to GPs. Without their intervention, communities would face worsening health outcomes and risks to their economic viability.

This motion aligns with the top four priorities identified by band 4 WALGA member Local Governments as requiring solutions in 2025.

The comparative Government health spend between major city residents and rural and remote Australia is \$848 per person less in the regions (NRHA). People in the bush are 2.9 times more likely to be hospitalized; 2.8 times more likely to be hospitalized for reasons that are potentially preventable and 2.7 times more likely to die from potentially avoidable causes.⁸

Life expectancy in remote areas, compared with major cities is 13 years less for males and 7 years for females.⁹ Telehealth is not a viable substitute for resident GPs — it risks deskilling local clinicians and eroding continuity of care.

The Alliance of Councils has prepared a position paper to raise awareness and suggest a solution to attract and retain GPs in their rural and remote communities, where current Commonwealth and State government policy settings are inadequate.

Reference Document

- [January 2025 Position Paper – Provision of Remote GP Services](#)

SECRETARIAT COMMENT

Access to primary healthcare is the responsibility of the Australian and State Governments. In some rural and remote areas, the current health system does not provide equitable service. Access to primary health is a critical issue for a large proportion of WALGA members. Local Government support of primary healthcare services creates a financial impost and diverts funding from other Local Government services and functions.

In 2023, WALGA commissioned Rural Health West (RHW) to survey WA Local Governments to ascertain the extent to which Local Governments were providing financial or in-kind support to secure primary healthcare services. The [Survey Report](#) provides a comprehensive dataset on the cost, nature, and geographical location of Local Government support, as well as evidence that Local Government support was predominantly focused on General Practice services.

This issue has also been identified as a priority for the sector at a number of forums, including the October 2024 Band 4 Local Governments meeting and the May 2025 Zone meetings. WALGA has also been working with the Local Government Rural Health Alliance in the development of their advocacy.

WALGA has begun a renewed advocacy campaign, with targeted asks of the Australian and State Governments to improve access to primary health services in rural and remote areas, to remove the need for Local Government intervention.

A revised [Rural and Remote Health Advocacy Position](#) aligned to the finding and recommendations of the Survey Report is tabled for the September 2025 State Council. The proposed revisions provide a stronger position on the responsibility of the Australian and

⁸ Royal Flying Doctors Service, 2023

⁹ Royal Flying Doctors Service, 2023

State Governments for primary healthcare provision and addressing the cost impost on Local Government, compelled to intervene where the current health system is failing.

The revised position aligns with the wider healthcare reform platform to enable advocacy partnerships and to provide a level of flexibility for the advocacy campaign in response to Government announcements.

The Lake Grace motion and WALGAs ongoing advocacy align on the need for financial reimbursement for Local Government support for essential primary health care services. WALGA's approach, does not specifying how reimbursement to Local Governments should be undertaken, or which Local Governments should be eligible. This approach aims to provide flexibility to achieve the same outcome, such as utilising the upcoming renewal of the National Health Reform Agreement.

7.2 HOMELESSNESS – SHORT-TERM ACCOMMODATION SOLUTIONS

City of Kalgoorlie Boulder

MOTION

Moved: Mayor Glenn Wilson, City of Kalgoorlie Boulder

Seconded: President Ron Chambers, Shire of Esperance

That WALGA advocate to the State Government to provide culturally appropriate short-term accommodation options and wrap-around support services that provide sustainable homelessness solutions in regional centres across Western Australia.

AMENDMENT

Moved: Cr Barry Winmar, City of Kwinana

Seconded: Cr Chontelle Stone, City of Cockburn

That WALGA advocate to the State Government to provide culturally appropriate short-term accommodation options and wrap-around support services that provide sustainable homelessness solutions in all Local Governments across Western Australia.

THE AMENDMENT WAS PUT AND CARRIED

THE SUBSTANTIVE MOTION AS AMENDED WAS PUT

That WALGA advocate to the State Government to provide culturally appropriate short-term accommodation options and wrap-around support services that provide sustainable homelessness solutions in all Local Governments across Western Australia.

CARRIED

MEMBER COMMENT

Shelter WA's Policy Position on Ending Homelessness in WA highlights the overrepresentation of Aboriginal people in homelessness services and calls for short-stay options and self-determination in service delivery. The motion reinforces the importance of Housing First principles and the need for coordinated responses; specifically, that all governments ensure people with lived experience of homelessness are central to the design and delivery of homelessness services.

The motion highlights a growing disconnect between the practical realities faced by Local Government in the requirement for short-term accommodation for First Nations people in their communities. WALGA's advocacy position on homelessness acknowledges that Local Governments can support responses to homelessness through planning, health, and community development functions, it does not consider them as lead agencies. Local Governments are increasingly forced to lead this space due to the lack of a coordinated state-wide response and support.

Historically, many regional centres and cities have been meeting places for different Aboriginal communities with these areas offering a place where individuals can meet to conduct cultural business, socialise with family and friends, shop, and attend medical and other appointments. While some stay with family and friends, in many cases in overcrowded conditions, others are street present. Additional risks are posed for those with a limited experience of living in larger regional cities.

Homelessness data is typically captured through the Australian Census which does not accurately capture short-term or seasonal homelessness. Discussions with other WA regional Local Governments has identified that significant numbers of remote Aboriginal community members travel to regional centres and cities especially during the summer period. These Local Governments and their stakeholders are ill-equipped to support their needs ranging from temporary culturally appropriate and safe accommodation to food provision.

Typically, when Local Governments step up in this area, state-funded systems often pull back, particularly in regional cities. This is an understandable consequence of under-resourced and failing systems but does not advance efforts to solve street presence or seasonal homelessness.

While Local Governments interact closely with people experiencing homelessness and have valuable local knowledge, they do not have the resources, funding, or specialist workforce to lead homelessness responses especially in regional areas when street present people increase during particular times of the year. In the All Paths Leads to Home, State Government acknowledges this and views Local Governments as key partners in coordinating local, place-based efforts and facilitating referrals to appropriate services.

The State Government, primarily through the Department of Communities, is responsible for leading and funding homelessness responses, including the provision of social and affordable housing and specialist services. It coordinates with other State agencies across justice, health, mental health, and education to address the systemic causes of homelessness – functions that are beyond the capacity and remit of local governments. However, homelessness is not included in this remit as, by definition, the Department provides homes in remote communities.

The State Government recognises that effective responses require partnerships. It seeks to leverage the local knowledge, planning tools, and community connections of Local Governments, while retaining responsibility for funding, policy, and service coordination which does not include short-term accommodation for visiting Aboriginal community members across regional WA.

In 2021, the Australian Local Government Association co-signed a landmark national agreement to close the gap, setting targets in education, employment, health, justice, safety, housing, land and waters, and Indigenous language preservation. The agreement includes a target to increase the proportion of Aboriginal and Torres Strait Islander people living in appropriately sized (not overcrowded) housing to 88%.

The 2021 Census showed there were 122,000 people in Australia experiencing homelessness on Census night – 48 people per 10,000. Aboriginal and Torres Strait Islander people were disproportionately homeless – 307 out of 10,000 Aboriginal and Torres Strait Islander people were experiencing homelessness.

However, neither the Closing the Gap agreement, the Closing the Gap 2024 Annual Report and Commonwealth 2025 Implementation Plan, nor the 2024 National Housing and Homeless Plan Summary Report include any consideration for addressing transitional homelessness – only overcrowding issues.

The City of Kalgoorlie-Boulder recently completed a collaborative, landmark national study on Anti-social Behaviour and Transitional Aboriginal Homelessness. The research project included engagement with local and state government agencies and key providers in over eight locations in Western Australia, the Northern Territory, and South Australia, to assess existing strategies, pinpoint gaps, and explore potential solutions that enhance local government efforts in this regard.

A Housing and Homelessness motion was raised by the City of Kalgoorlie-Boulder at the 2025 Australian Local Government Association (ALGA) National General Assembly in Canberra in July and was approved for submission to the Federal Government for consideration.

SECRETARIAT COMMENT

Aboriginal Short Stay Accommodation (Short Stays) are designed to provide safe, culturally appropriate and affordable short-term accommodation for Aboriginal people who travel to regional centres to access services, or for business, cultural or family reasons.

There are three existing Aboriginal Short Stays operating in regional Western Australia: Broome, Derby and Kalgoorlie. The State Government acknowledges that these Short Stays are in high demand. Planning is underway by the Department of Housing and Works to develop an additional three new Short Stays in Geraldton, Kununurra and Perth.

Short Stays are a response to homelessness. WALGA does not currently have an advocacy position on short-stay accommodation, but does have a [Homelessness Advocacy Position](#). WALGA is currently reviewing the Homelessness Advocacy Position as part of a regular advocacy position review process. To inform the review, WALGA is currently surveying all Local Governments to gather information on the extent of Local Government engagement with homelessness and the extent of services, including accommodation options, available within their Local Government areas.

7.3 REVISION OF THE LOCAL GOVERNMENT (ADMINISTRATION) REGULATIONS 1996 IN RELATION TO THE HOLDING OF AND ATTENDANCE AT MEETINGS BY ELECTRONIC MEANS

Shire of Dardanup

MOTION

Moved: President Cr Tyrrell Gardiner, Shire of Dardanup

Seconded: Cr Ellen Lilly, Shire of Dardanup

That WALGA advocates for a change to the Local Government (Administration) Regulations 1996 in relation to the holding of and attendance at meetings by electronic means to allow elected members to attend more than 50% of meetings remotely, only if each instance more than 50% in the rolling year is justified and approved by the Mayor/President or Deputy Mayor/Deputy President.

AMENDMENT

Moved: Cr Lewis Hutton, City of Joondalup

Seconded: President Cr Rossco Foulkes-Taylor, Shire of Murchison

That WALGA advocates for a change to the Local Government (Administration) Regulations 1996 in relation to the holding of and attendance at meetings by electronic means to allow the Local Government to determine the number of meetings that can be attended electronically.

LOST

PROCEDURAL MOTION

Moved: Cr Karen Wheatland, City of Kwinana

Seconded: President Ron Chambers, Shire of Esperance

That the question be now put.

CARRIED

THE SUBSTANTIVE MOTION WAS PUT

That WALGA advocates for a change to the Local Government (Administration) Regulations 1996 in relation to the holding of and attendance at meetings by electronic means to allow elected members to attend more than 50% of meetings remotely, only if each instance more than 50% in the rolling year is justified and approved by the Mayor/President or Deputy Mayor/Deputy President.

LOST

MEMBER COMMENT

The Local Government Administration Regulations 1996 provides as follows:

14C. Attendance at meetings by electronic means may be authorised (Act s. 5.25(1)(ba))

(3) The mayor, president or council cannot authorise a member to attend a meeting (the proposed meeting) under subregulation (2)(b) if the member's attendance at the proposed meeting under that authorisation would result in the member attending more than half of the meetings (including the proposed meeting) of the council or committee, in the relevant period, under an authorisation under subregulation (2)(b)

Additionally, the regulations also set out:

14D. Meetings held by electronic means (Act s. 5.25(1)(ba))

(2A) The council cannot authorise a meeting (the proposed meeting) to be held under subregulation (2)(c) if holding the proposed meeting under that authorization would result in more than half of the meetings (including the proposed meeting) of the council or committee, in the relevant period, being held under an authorization under subregulation (2)(c).

(Emphasis added)

Therefore, under the current regulations neither a Council nor a Councillor can hold or attend more than 50% of the meetings electronically.

This motion is proposed in response to the unique circumstances within the Shire of Dardanup, and potentially other local governments, who due to their professional commitments, such as FIFO (Fly In Fly Out), or other circumstances, may be required to work away from the local area for extended period - sometimes up to 50% of their time.

The motion seeks to address the challenges faced by Councillors when taking leave or managing personal, family or work commitments. It aims to ensure that these circumstances do not hinder their ability to effectively represent and serve the community. By supporting this motion, the Council can implement measures that provide flexibility in these situations, ultimately allowing Councillors to fulfil their duties without unnecessary disruption.

The intent of the motion is to ensure that the work of the Council continues to operate effectively and efficiently during periods when individual Councillors may be temporarily unavailable (in person) i.e. having a Councillor/s who works away from time to time or even 50% of the time. This motion will also assist with when Councillors who already work away go on leave or have other family commitments.

By implementing greater flexibility, such as expanding access to remote and electronic Council and Committee meeting participation, the Council can support ongoing engagement, reduce disruption to Council operations, and ensure inclusive representation from a broader demographic of elected members.

The demographic of elected and potential elected members to Shire Councils has changed and is evolving. If we want to encourage participation, we need to adapt to the way we engage and allow engagement.

Financial, physical, employment and locational restrictions need to be taken into account for the engagement ability of elected members to advocate for their rate payer base.

The current percentage provision of remote / electronic meeting ability available, while acceptable for the majority of elected members, is insufficient for the minority of elected members who are engaged, though restriction to contribute through logistical or bureaucratic barriers.

Key considerations should be given to workforce realities i.e. FIFO or workers with demanding employment schedules; diverse demographics, equity in participation and encouraging engagement.

This demographic change includes new mothers and parents of young children, FIFO workers, Shift workers & Disabled or Mobility impaired. All of these groups can and do provide diverse opinions and experience to the overall group of elected members.

SECRETARIAT COMMENT

Regulations 14C and 14D of the *Local Government (Administration) Regulations 1996* were introduced in 2022 to provide flexibility for the sector but reflect an expectation that Local Governments should prioritise in person meetings and in person Council Member attendance. Under regulation 14C a Council or Committee Member may attend a meeting by electronic means only if authorised by the Mayor / President or Council. Electronic attendance cannot be authorised if it would exceed the 50% cap.

It is important that Council Meetings remain accessible for members of the community to attend and participate. In many cases, in person meetings may best achieve this outcome. However, the introduction of livestreaming requirements for Class 1 and 2 Local Governments, and widespread adoption by many smaller Local Governments, has changed the way the community accesses and engages with Council Meetings. In addition, Local Government experience to date indicates that Council Members are able to effectively participate in meetings when attending electronically.

Removing the 50% cap on electronic attendance could enable Councils to make a policy decision regarding the balance of electronic and in person attendance that best meets the expectations of their community and the needs of Council Members. This could support greater diversity in candidates and Council Members and may also assist Local Governments seeking independent persons as members of their Audit Risk and Improvement Committees. Council, and the Mayor or President as the decision maker, would be accountable to the community for the decision to authorise additional electronic attendance.

7.4 RATING EXEMPTION ADVOCACY MOTION

City of Bunbury

RESOLUTION

Moved: Cr Karen Steele, City of Bunbury

Seconded: President Cr Tony Dean, Shire of Nannup

That WALGA, in addition to its current advocacy positions 2.1.1 and 2.1.2 relating to rating exemptions, advocate to the WA Government for the introduction of a reimbursement model, whereby the WA Government repays Local Government the greater of:

- 1. 75% of the value of rates lost in applying the charitable purposes exemption; or**
- 2. 1% of the total rate revenue of the Local Government.**

CARRIED

MEMBER COMMENT

The City of Bunbury faces significant financial impacts from rate exemptions granted under Section 6.26(2) of the *Local Government Act*, with 443 properties currently exempt due to charitable or religious purposes. This represents a substantial annual revenue loss of \$1.67 million (3.4% of total rates), affecting the City's capacity to deliver community services and facilities.

WALGA has established advocacy positions calling for reform, particularly focusing on the need to review rating exemption categories and address the expanding scope of charitable purpose definitions. Of particular concern is that exemptions have extended beyond their original intention, now encompassing non-charitable commercial activities of charitable organizations.

This matter requires urgent attention as the current system creates an inequitable burden on other ratepayers and impacts the financial sustainability of Local Governments in delivering essential community services.

The City of Bunbury currently has 443 properties with 85 organisations that have a rate exemption under Section 6.26(2) of the *Local Government Act* due to properties being used for charitable or religious purposes. This equates to a loss of rate revenue of \$1,667,522 in 2024/25, or 3.4% of rates which has a significant impact on the City to fund services and facilities for the Bunbury community. Of these properties, 407 (\$1,227,021) are used for charitable purposes.

The following is a comparison with other known Local Governments (as at October 2024).

Council	Number of Rate Exempt Properties	Total Number of Properties	Percentage of Rate Exempt Properties	Loss of Revenue from Rate Exemptions	Total Rate Revenue	Percentage of Loss Revenue
City of Bunbury	443	17,194	2.6%	\$1,667,522	\$49,690,996	3.4%
City of Busselton	171	25,327	0.7%	\$1,296,212	\$64,960,318	2.0%
City of Geraldton	158	19,487	0.8%	\$1,700,000	\$54,080,426	3.1%
Shire of Harvey	44	13,245	0.3%	\$99,000	\$29,482,269	0.3%
City of Wanneroo	374	88,589	0.4%	Not Provided		

WALGA already has four documented Advocacy Positions relating to this matter, the two most applicable being:

2.1.1 Rating Exemptions Review

A broad review be conducted into the justification and fairness of all rating exemption categories currently prescribed under Section 6.26 of the Local Government Act 1995; and

2.1.2 Rating Exemptions Charitable Purposes

1. *Amend the Local Government Act 1995 to clarify that Independent Living Units should only be exempt from rates where they qualify under the Commonwealth Aged Care Act 1997;*
2. *Either:*
 - a. *amend the charitable organisations section of the Local Government Act 1995 to eliminate exemptions for commercial (non-charitable) business activities of charitable organisations; or*
 - b. *establish a compensatory fund for Local Governments, similar to the pensioner discount provisions, if the State Government believes charitable organisations remain exempt from payment of Local Government rates.*
3. *Request that a broad review be conducted into the justification and fairness of all rating exemption categories currently prescribed under Section 6.26 of the Local Government Act 1995.*

Exemptions under this section of the Act have extended beyond the original intention and now provide rating exemptions for non-charitable purposes, which increase the rate burden to other ratepayers. It is considered that in the absence of amendments to better define 'charitable purposes', that the WA Government considers reimbursement to local governments once exemptions exceed a defined threshold, which could be set based on Local Government band levels.

SECRETARIAT COMMENT

In addition to the WALGA Advocacy Positions 2.1.1 and 2.1.2 as mentioned in the Member comment for this item, WALGA also has the following relevant positions on rating exemptions:

2.1.3 Rating Exemptions – Department of Housing: Leasing to Charitable Organisations

Position Statement	That WALGA advocate to the Minister for Housing to include in the lease agreements with charitable institutions that they must pay Local Government rates on behalf of the Department of Housing recognising the services Local Government provides to its tenants.
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2.1.4 Rating Exemptions – Rate Equivalency Payments

Position Statement	Legislation should be amended so rate equivalency payments made by LandCorp and other Government Trading Entities are made to the relevant Local Governments instead of the State Government.
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2.1.5 Rating Restrictions – State Agreement Acts

Position Statement	Resource projects covered by State Agreement Acts should be liable for Local Government rates.
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7.5 RATEABILITY OF MISCELLANEOUS LICENSES

Shire of Mount Magnet

RESOLUTION

Moved: President Cr James McGorman, Shire of Mount Magnet

Seconded: President Cr Rossco Foulkes-Taylor, Shire of Murchison

That WALGA:

1. Formally oppose any move by the Local Government Minister to introduce amendments to the *Local Government Act* to restrict the application of rates on Miscellaneous Licenses.
2. Develop an advocacy position on sector consultation prior to any amendment to the *Local Government Act*.
3. Undertake a financial analysis of the cost to the Mining Industry of the rating of Miscellaneous Licenses compared to the benefit to the Local Government sector.

CARRIED

MEMBER COMMENT

The *Local Government Act 1995* s 6.26 (1) sets out the intent that all occupied land utilized for purposes other than charitable, benevolent, or other purposes of the Crown is rateable.

Subsequent to the enactment of the *Local Government Act 1995*, significant amendments were made to the terms of a Miscellaneous License in the *Mining Act 1978* through the *Mining Amendment Act 1998*.

Miscellaneous Licenses are one of a number of tenement types granted in respect to mineral resource recovery by the Department of Local Government, Industry Regulation and Safety (LGIRS). The defined purposes for the grant of a Miscellaneous License is set out in the Mining Regulations 1981 r 42B, of which constitute significant infrastructure and construction necessary for the operations necessary to a mining enterprise.

The *Mining Amendment Act 1998* amended the term of the Miscellaneous license from a 5-year term with further two 5-year possible extensions; to a 21-year term with two possible further 21-year term extensions.

This amendment was made to explicitly facilitate the construction of permanent infrastructure – an evolution that clearly signals a shift in their functional and economic significance.

The introduction of the Fringe Benefits Tax in 1986 had a devastating impact on regional communities across Australia as Fly in Fly out work took hold, and unrated remote work camps replaced local workers, while often increasing traffic on Local Government owned assets such as airports and short stay accommodation intended for tourists, but used to house overflow crews.

Justice Solomon stated in his deliberations that:

"It is also noteworthy that the local government has a substantive role to play in the grant of a miscellaneous licence over any land (including Crown land). Given that a miscellaneous licence is often used for the development of significant infrastructure, the need for the involvement of local government is self-evident. Even a cursory perusal of the items listed in reg 42B indicates that it refers to facilities and infrastructure that would ordinarily be of direct concern to a local government.

It is noteworthy that the role of local government in the granting of other mining tenements is more limited. That feature of the Mining Act 1978 suggests that local government is likely to be more concerned or directly engaged with the activity on a miscellaneous licence than on other mining tenements."

Road Agreements

The Local Government in which a Miscellaneous License is held for the purpose of road construction, will often enter an agreement for maintenance of that road. The agreement is voluntary in basis, however, the cost of drafting and regulating compliance with the agreement is reported by many Local Governments to be both financially and resource hungry.

There have been reports made by Local Governments of agreements taking years to be completed, of costs to take legal action to enforce compliance, and the regular inspections to ensure undertaking are met.

These costs are outside the scope of road agreements and borne by the Local Government.

Much of the resource fields of Western Australia are located in Band 4 Local Governments, in very remote areas. While the Mining Company has access to legal and corporate resources, Local Governments are under-resourced and unequal in the negotiations.

Mining Camps

Significant environmental health services are provided to remote Mining Camps by Local Government, including commercial kitchen licensing, inspection and regulation; sewerage/wastewater treatment systems and monitoring, inspection and compliance; swimming pool inspections including water monitoring; all other services offered to a town-based business, with the cost of distance to travel and the complication of many more residents.

During an epidemic or outbreak of communicable disease, the Local Government in remote areas holds the statutory responsibility for incident control.

This service is increasingly difficult to resource with qualified officers choosing not to live and work remotely.

Mining Camps situated on a Miscellaneous License or Mining Lease have on occasion been approved by the Minister as rateable under the GRV methodology, upon application by the Local Government. This area of land is excised from the tenement for the purpose of the valuation.

The process for this to occur is protracted, requires the Mining Camp to have been operational for 12 months already and is at the discretion of the Minister. The Mining Company is required to provide input to the decision in the interest of fairness.

These already GRV-rated camps would be exempt from any rating of miscellaneous licenses as they have already been excised from the tenement.

Pipelines, powerlines, conveyor systems, tunnel, bridge, aerodrome, communications facilities, power generation and transmission facilities, storage or transportation facility for minerals or mineral concentrates, and pump stations

Each of the above purposes conveys a restricted access to the land on which they are constructed by tourists, small prospectors and local Traditional Owners. In many cases they are constructed on an underlying pastoral property which also pays rates on the same parcel.

Borefield, bore

These purposes require less restriction of access, but are also valued at a lower rate under the *Valuation of Land Act* than other purposes.

On this one piece of land, for each of the purposes above, the pastoral activity is curtailed despite the cost of the pastoral lease remitted to the State Treasury, and the rates to the Local Government.

The rateable value of a Miscellaneous License under the *Valuation of Land Act* is five times the rent on the tenement which is set out in the Mining Regulations 1981. Currently the rent on a Miscellaneous License is \$27 per ha, with the exception of a license granted for the search of ground water which is valued at \$1.12 per ha.

Rent payable on an underlying exploration license is \$1.55 per ha.

Tenement holder remits to -

- **Treasury** – rent on the exploration license, for the Miscellaneous License, (in addition to royalty applicable on the principle Mining Tenement activity).
- **Local Government** – rates on the exploration license only.

The Pastoralist remits to –

- **Treasury** – rent on the pastoral lease
- **Local Government** – rates on the pastoral lease.

On occasion the Mining Company will provide extra funds through a Community Benefit scheme to a community through philanthropic gifting which is spent in accordance with the ideological values of the board, land access purposes, and often to charities or causes that are outside of the regions in which the minerals are extracted through ESG programs. These donations do not correlate to rigorous statutory Integrated Planning and Reporting process undertaken by the Local Government.

The Local Government is increasingly constrained financially and further burdened by compliance with regulations – particularly in the regions where the minerals are extracted. Service provision that falls within the statutory scope of the State Government is being devolved to Local Government, including housing for State employees, medical services, security to community, provision of agency services such as Transport, Health, Human Services. These are by and large unfunded and under resourced by the State Government.

Planning options are significantly constrained through land banking of Mining Companies with tenements in townsites and on town commons.

Conversely, the GDP provided by the Mining Industry in Australia for quarter 1 of 2025 alone reached \$84.1B.

This inequity of wealth distribution has been evidenced through recent actions taken by Councils to increase rates to adequately fund the deficiency in their budget in accordance with the *Local Government Act* requirements. At that time, the Minister for Local Government publicly stated that the proposal "did not meet the values of consistency, equity and fairness".

In handing down his decision, Justice Solomon concluded with

"It is plain from the terms of the provisions referred to above [s6.26] that the object of imposing rates is to raise revenue for local government to undertake its activities. Specifically, the imposition of rates allows a local government to make up any budget deficiency. The Act thus reflects a direct link between the imposition of rates and the local government's ability to undertake its activities. As noted above, the local government plays a direct role and function in the grant of a miscellaneous licence. Plainly, the more significant the infrastructure proposed to occupy the miscellaneous licence, the greater will be the role played and the activity undertaken by the local government. In my view, a construction that exempts land from rates which is the subject of a miscellaneous licence and is occupied by significant infrastructure, sits most uncomfortably with the plain object of the statutory provisions concerning the local government's power to impose rates.

The second factor stems from the wording of s 6.26(2) itself. The exemptions in s 6.26(2)(a) - (k) relate overwhelmingly to charitable, benevolent, religious and public or civic purposes. That sits harmoniously with the theme of s 6.26(2)(a)(i). A construction that would exempt from rating, land that may be occupied by critical infrastructure facilitating the creation of profits for private interests, runs counter to the charitable and civic theme of s 6.26(2).

In my view, the Shire's construction provides greater harmony with the relevant object of the rating provisions of the LGA. "

The judiciary—our independent and impartial arbiter of legislative intent—has clearly affirmed the rateability of Miscellaneous Licenses, not only through statutory interpretation but also through a reasoned understanding of their practical implications.

To disregard this position through swift legislative action, without sector wide consultation is to undermine the very principles of legal clarity and administrative fairness upon which our governance is built.

The AGM is requested to support the actions taken by the Shire of Mount Magnet to rate Miscellaneous Licenses in accordance with the judgement recently handed down by the Supreme Court, and further request WALGA to undertake a full financial analysis of the cost to the mining industry of this action, and the financial benefit to Local Government in Western Australia.

SECRETARIAT COMMENT

At the time of the distribution of this Agenda, State Council has not considered an item relating to Miscellaneous Licences.

However, item 8.2 in the September 2025 State Council Agenda relates to rating of Miscellaneous Licences. The recommendation in that report is that WALGA:

1. Advocate for Local Governments to continue to have the ability to rate miscellaneous licences under the *Mining Act 1978*; and
2. Oppose legislative amendments that seek to exempt occupied miscellaneous licence land from rating.
3. Continue to advocate for a broad review to be conducted into the justification and fairness of all rating exemption categories currently prescribed under section 6.26 of the *Local Government Act 1995*.

This item will be considered by State Council at the meeting on 5 September.

In relation to point 2 of the motion –

As a matter of course WALGA always advocates for consultation on legislative and regulatory amendments, however formalising this position has merit.

In relation to point 3 of the motion –

WALGA would need to determine the scope and cost of this analysis before considering in the context of WALGA's existing budget.

8 CLOSURE

Upon the completion of business, the Chair declared the meeting closed at 4:11pm.

Attachment 3: Action Taken on Resolutions of the 2025 Annual General Meeting
[Return to Agenda item 5](#)

2025 AGM Resolution	Comment/Update
7.1 Provision of Medical Services in Remote and Very Remote Local Government That WALGA calls on the Western Australian Government and WA Grants Commission to: 1. increase the total funding and then the Medical Facilities Cost Adjuster component of the Financial Assistance Grants to Local Governments; and 2. recalculate distributions to those Local Governments that are providing block cash payments to attract and retain general practitioners to allow affected Council to redirect ratepayer funds to Local Government responsibilities.	This item was referred by State Council to the People and Place Advisory Group for further work in December 2025. Improving access to primary healthcare services in rural and remote areas remains an advocacy priority for WALGA, supported by the WALGA 2025 General Practice Support Survey Report published in January 2026. This advocacy priority is also reflected in the current Federal and State Budget Submissions and aligned to the revised Advocacy Position 3.2.2 Rural and Remote Healthcare Services endorsed by State Council in September 2025. WALGA is exploring opportunities for partnership advocacy on this matter with health sector stakeholders. This work includes developing solution options. Progress will be shared with State Council in due course. WALGA has raised the sector's concerns directly with the Minister for Health and has engaged with the Office's advisors, who have expressed interest in developing solutions and the opportunity to work collaboratively to raise these with the Australian Government. The provision of medical services in remote and very remote Local Governments is an issue across jurisdictions and WALGA is concurrently advocating to the Australian Government and keen to explore opportunities for co-commissioning of place-based models.

7.2 Homelessness – Short-Term Accommodation Solutions That WALGA advocate to the State Government to provide culturally appropriate short-term accommodation options and wrap-around support services that provide sustainable homelessness solutions in all Local Governments across Western Australia.	This item was referred by State Council to the People and Place Advisory Group for further work in December 2025. Following consultation with the sector, to address the range of issues being experienced, a new Advocacy Position was developed. State Council endorsed the new Homelessness Advocacy Position 3.11 in May 2026: <i>WALGA calls on the Western Australian and Australian Governments to provide leadership, support and sustainable, long-term funding to prevent and respond to homelessness, in particular by:</i> <i>1. Ensuring specialist homelessness services are responsive to local need, place-based and people-centred.</i> <i>2. Investing in crisis accommodation, social and affordable housing and wraparound services.</i> <i>3. Strengthening homelessness data collection and sharing arrangements to provide current, granular and locally relevant information to inform funding and improve service provision.</i>
7.4 Rating Exemption Advocacy Position That WALGA, in addition to its current advocacy positions 2.1.1 and 2.1.2 relating to rating exemptions, advocate to the WA Government for the introduction of a reimbursement model, whereby the WA Government repays Local Government the greater of: 1. 75% of the value of rates lost in applying the charitable purposes exemption; or 2. 1% of the total rate revenue of the Local Government.	This item was referred by State Council to the Governance Advisory Group for further work in December 2025. WALGA's current Rating Exemption Advocacy Positions 2.1.1 to 2.1.4 call for a broad review into the justification and fairness of all rating exemption categories, with a particular focus on the charitable purpose's exemption. WALGA included funding for a review of rates in its most recent State Budget submission. Additional concerns regarding rating and rating exemptions have arisen since the 2025 AGM. WALGA will undertake a RFQ process for an external consultant to undertake a review of rating exemptions to

	assist with WALGA's advocacy to the State Government. WALGA has directly raised concerns about rating exemptions with key political stakeholders including directly with the Minister for Local Government, and through submissions including the State Budget Submission and Submission to the Inquiry into Local Government Financial Sustainability.
7.5 Rateability of Miscellaneous Licenses That WALGA: 1. Formally oppose any move by the Local Government Minister to introduce amendments to the <i>Local Government Act</i> to restrict the application of rates on Miscellaneous Licenses. 2. Develop an advocacy position on sector consultation prior to any amendment to the <i>Local Government Act</i>. 3. Undertake a financial analysis of the cost to the Mining Industry of the rating of Miscellaneous Licenses compared to the benefit to the Local Government sector.	State Council endorsed this resolution in December 2025. Advocacy Position 2.118 Rating of Miscellaneous Licences was adopted by State Council in September 2025: <i>That WALGA:</i> 1. Advocate for Local Governments to continue to have the ability to rate miscellaneous licences under the <i>Mining Act 1978</i>; and 2. Oppose legislative amendments that seek to exempt occupied miscellaneous licence land from rating. 3. Continue to advocate for a broad review to be conducted into the justification and fairness of all rating exemption categories currently prescribed under section 6.26 of the <i>Local Government Act 1995</i>. WALGA undertook extensive engagement with the State Government and opposition parties including the Liberals, Nationals and the Greens to strongly oppose the legislative amendments, however the Bill was passed in June 2026. WALGA previously advocated for a Regulatory Impact Assessment to be undertaken by the State Government to determine the potential impact on Local Governments affected by this amendment. The financial implications of this amendment are yet to be determined, however, impacted Local Governments and their communities will need to work

	through this process, as a result of the State Government's legislative changes. Notwithstanding this, WALGA continues to advocate for a broad review to be conducted into the justification and fairness of all rating categories currently prescribed in the Act. Rating exemptions have a significant impact on the revenue of Local Government and their ability to provide essential community services.
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20 MOTIONS OF WHICH NOTICE HAS BEEN GIVEN

Nil

21 NOTICE OF MOTIONS FOR CONSIDERATION AT THE FOLLOWING MEETING

Nil

22 LATE AND URGENT BUSINESS ITEMS

23 CONFIDENTIAL ITEMS

****This report is designated CONFIDENTIAL. The unauthorised release or publication of the report or information contained therein may be an offence pursuant to the Local Government Act 1995 and/or other statutes.***

Subject: 23.1 Chief Executive Officer Performance & Remuneration Review 2025/2026

24 CLOSE OF MEETING