Ordinary Council Meeting

26 March 2025

AGENDA

Meeting Notice

Dear Councillor,

I advise that an Ordinary Council Meeting of the Shire of Augusta Margaret River will be held in Council Chambers, 66 Allnut Terrace, Augusta on 26 March 2025, commencing at 5:30 pm.

Yours faithfully

ANDREA SELVEY
CHIEF EXECUTIVE OFFICER

ACKNOWLEDGEMENT OF COUNTRY
The Shire of Augusta Margaret River acknowledges we are on Wadandi and Pibelmen Boodja, whose ancestors and their descendants are the traditional owners of this country.

We acknowledge the Wadandi and Pibelmen have been custodians since the land was soft (creation times) and continue to perform age old ceremonies of celebration, initiation and renewal. We acknowledge their living culture and their unique role in the life of this region.

The Shire is committed to Aboriginal Australians sharing fairly and equitably in the region's cultural, social, environmental and economic future.

SHIRE'S VALUES / PURPOSE
Our Purpose
The Shire of August Margaret River exists for provide, facilitate and advocate for services, facilities and Boodja, to improve quality of life for everyone in our community.

Our Values
- Respect
- Integrity
- Community
- Excellence

Community Vision
Sustainable, inclusive, connected to place and respecting Boodja.

Our Strategic Goals
Environment
We will protect and enhance the unique natural environment and biodiversity of the region through climate action and informed decision making

Welcoming and inclusive communities
We will support and strengthen our diverse, resilient, welcoming, safe and connected community through our services and advocacy.

Place
We will responsibly develop vibrant, sustainable places which maintain their distinctive characters, and which supports a local economy that is resilient, equitable and sustainable.

Performance
We will deliver quality governance, service and value with integrity and transparency.

ATTENTION/DISCLAIMER
This agenda has yet to be dealt with by the Council. The Recommendations shown at the foot of each item have yet to be considered by the Council and are not to be interpreted as being the position of the Council. The minutes of the meeting held to discuss this agenda should be read to ascertain the decision of the Council.

Statements or decisions made at Council meetings or briefings should not be relied on (or acted upon) by an applicant or any other person or entity until subsequent written notification has been given by or received from the Shire of Augusta Margaret River. Without derogating from the generality of the above, approval of planning applications and building permits and acceptance of tenders and quotations will only become effective once written notice to that effect has been given to relevant parties. The Shire of Augusta Margaret River expressly disclaims any liability for any loss arising from any person or body relying on any statement or decision made during a Council meeting or briefing.

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1. DECLARATION OF OPENING

2. ATTENDANCE

3. DISCLOSURES OF INTEREST

The *Local Government Act 1995* places specific obligations on both elected members and employees who have financial, proximity or impartiality interest in an item before a meeting. These provisions support the principle that elected members and employees must be open and above reproach.

Where a member has disclosed a financial or proximity interest in any item, they must leave the Chamber for consideration of that item.

Where a member has disclosed an impartiality interest in an item, they may remain in the Chamber. The member is required to bring an independent mind to the item and decide impartially on behalf of the Shire of August Margaret River and its community.

4. PUBLIC QUESTIONS

4.1. Response To Previous Public Questions Taken On Notice

4.1.1 Bushfire mitigation and funding – Mark Murray

Mark Murray asked the following question in relation to bushfire mitigation funding and prescribed burns.

Q1: I am not aware that Shire of Augusta Margaret River do protective burns and what the costs of these are, but if the officers were just able to elaborate on that further, as to what that fund was actually spent on? Further, who does the fuel reduction burns for the Augusta Margaret River Shire?

Director of Sustainable Development and Infrastructure provided the response below during the meeting.

I will take that on notice and provide a more fulsome response in the March agenda. However, the funding provides for a combination of mechanical mitigation works and prescribed burning. The prescribed burning typically undertaken by our volunteers under the stewardship of the community emergency services manager and in conjunction with other agencies where it is necessary. I will provide some more detail in a written response.
I will take that on notice and provide a more fulsome response in the minutes however the funding provides for a combination of mechanical mitigation works and prescribed burning. The prescribed burning typically undertaken by our volunteers under the stewardship of the community emergency services manager and in conjunction with other agencies where it is necessary. I will provide some more detail in a written response.

<u>Response</u>

The following response was provided by the Director of Sustainable Development and Infrastructure.

Mitigation Activity Fund money received is split between mechanical works which can consist of firebreaks, asset protection zones, emergency access way upgrades, parkland clearing, increasing separation distances etc, and Hazard Reduction Burns.

Hazard Reduction Burns are planned, scheduled and undertaken by the Shires Emergency Services Unit with assistance from Shire Volunteer Bush Fire Brigades, Volunteer Fire and Rescue Services, Volunteer Fire and Emergency Services and DFES staff when required.

4.2. Public Question Time

In accordance with Reg. 7(4)(a) of the *Local Government (Administration) Regulations 1996*, members of the public in attendance at the meeting may ask a question in relation to any matter over which the municipality of Shire of Augusta Margaret River has jurisdiction or involvement.

A maximum of 30 minutes will be allowed for public question time. To ensure that people are given equal and fair opportunity and time is used efficiently, questions will be limited to two per person if there are a number of people wishing to ask questions.

If a question requires research or cannot be answered at the meeting, it will be taken on notice and a written response will be provided. A summary of the question and response will be printed in the agenda of the next Ordinary Council Meeting.

5. APPLICATIONS FOR LEAVE OF ABSENCE

6. CONFIRMATION OF MINUTES OF PREVIOUS MEETING

6.1. Ordinary Council Meeting Held 26 February 2025

7. DEPUTATIONS

A deputation is a presentation by a member of the public regarding an item on the agenda. A deputation must be requested in advance of the meeting and approved by the Shire President.

Each deputation will have a maximum of five minutes for presentation.

8. PETITIONS

Pursuant to clause 4.6 of the Shire's Standing Orders Local Law, the only motions in respect of a petition are:
(a) the petition be received;
(b) a report on the petition be prepared; or
(c) the petition be referred to a Committee.

9. ANNOUNCEMENTS FROM THE PRESIDING MEMBER

10. QUESTIONS FROM MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN

11. REPORTS OF COMMITTEES AND OFFICER REPORTS

11.1
Chief Executive Officer

11.1.1. MINUTES OF THE ADVOCACY COMMITTEE MEETING - 12 FEBRUARY 2025

Location/Address	Shire of Augusta Margaret River
Applicant/Landowner	Shire of Augusta Margaret River
File Reference	COR/522 & PRL/28
Report Author	Hannah Waters, CEO Executive Assistant
Authorising Officer	Andrea Selvey, Chief Executive Officer
Authority/Discretion	Legislative

IN BRIEF

- The Advocacy Committee (AC) considered and endorsed the Advocacy Committee Framework at the meeting held 12 February 2025.

ATTACHMENTS

1. Final_ Advocacy Committee Minutes 12 February 2025 [**11.1.1.1** - 10 pages]
2. Advocacy Committee Framework V 2 29.1.25 [**11.1.1.2** - 40 pages]

VOTING REQUIREMENTS

Simple Majority

OFFICER RECOMMENDATION

That Council receives the unconfirmed minutes of the Advocacy Committee meeting held 12 February 2025.

LOCATION PLAN

Nil

BACKGROUND

On the 16 October 2024 the Advocacy Committee endorsed the Shire of Augusta Margaret River 2025 Election Priorities as a focus for Shire Advocacy efforts directed toward the upcoming state election (AC2024/1). These are the key priorities that the local community wishes to be addressed by candidates and incumbents as they approach the Western Australian state election and federal election.

In addition to the priorities recognised in the 2025 Election Priorities document, officers collated a list of advocacy topics that have arisen from needs identified through day-to-day operations as well as industry and stakeholder feedback.

The Advocacy Committee Framework (framework) has been developed to provide an open and transparent process to determine how new and existing advocacy items will be prioritised for action, who is responsible and how it will be progressed.

STATUTORY AND POLICY REQUIREMENTS RELEVANT TO DECISION

Nil

PREVIOUS RESOLUTIONS

Nil

STRATEGIC COMMUNITY PLAN 2040

Place
Outcome PL.4: Resilient circular local economy
Strategy PL.4.1: Facilitate and advocate for actions that support a sustainable and equitable circular local economy with increased local spend, increased local employment and resilient, innovative businesses
Strategy PL.4.2: Facilitate and advocate for broader engagement and innovation in sustainable business
Strategy PL.4.3: Facilitate and advocate for a respectful tourism sector, with environmental and cultural values driving an increase in visitor spend and major events
Strategy PL.4.4: Facilitate and advocate for the region to be developed as a hub for primary food production and value-add, boutique and creative industries, and best-practice sustainable industry

CONSULTATION AND ADVICE
Nil

DISCUSSION / OFFICER COMMENTS
The framework links several key documents together, articulating how advocacy items will be prioritised and the process for how new advocacy items to be considered for inclusion. Documenting the process ensures Council, the Committee and Shire officers present a coordinated and focused effort to progress endorsed advocacy priorities.

<u>Advocacy Committee Instrument of Appointment and Delegation</u>
The framework recognised that the Instrument of Appointment and Delegation provides detail on the role, objectives, membership and requirements of the committee. As such this has been added as an Appendix to the framework.

<u>Portfolio Structure</u>
During the initial Advocacy Committee Workshop held on the 16 October 2024, it became clear that advocacy topics could comfortably be split into four overarching themes being, Natural Environment, Social, Built Environment & Economy. The framework identifies committee members as portfolio leads detailing how they can assist progressing advocacy efforts.

<u>Process</u>
The framework includes a process for new items to be considered, prioritised and progressed and utilises the Fibonacci sequence as the prioritisation methodology. This methodology uses a non-linear progression – 1, 2, 3, 5, 8, 13 and 21 to emphasise greater differentiation between higher-priority items. Lower values such as 1 or 2 represent items of minimal importance or those with limited impact, relative to other items on the list. Scores like 8, 13 or 21 indicate increasingly relative significance. This score is applied as a Shire Importance Rating.

A secondary ‘alignment’ rating against the strategies or priorities of external funding agencies will also be applied. This will allow the committee to assess how closely a Shire advocacy item aligns with an external agency to assist with determining how and where we focus our advocacy efforts.

The framework was unanimously endorsed by the Committee.

Future committee workshops will focus on how the advocacy items are is progressed determining the advocacy approach / channel for advocacy. E.g. Advocacy campaign, briefing notes provided for Ministerial and Departmental meetings, letters of support for external agency strategies, empowerment of stakeholders etc.

During public question time, Cowaramup resident Ms Lisa Bell asked four questions in relation to Cowaramup Transport Infrastructure which were taken on notice by the Presiding Member. Responses to public questions taken on notice are published in the following agenda. The date of the next committee meeting is still to be determined so the questions and responses are presented below, noting that a response has been sent directly to Ms Bell.

Q1:
Can this committee elevate the priority of upgrades to the Cowaramup transport infrastructure through its advocacy work?

A1:
Yes. Road safety improvements in Cowaramup town centre coming from the Cowaramup Integrated Transport Strategy are highlighted as a specific election request within the Shire of Augusta Margaret River 2025 Election Priorities document endorsed by the committee on the 16 October 2024. The 2025 Elections Priorities have been sent to all state election candidates and the Shire President, and the CEO continue to meet with and raise this as a priority issue with the relevant Ministers. To date the Shire President has raised this with:

- *Minister Kristy McBain MP: Minister for Regional Development, Local Government and Territories of Australia;*
- *Hon Roger Cook MLA: Premier;*
- *Minister Michael: Minister for Mines and Petroleum; Ports; Road Safety; Minister Assisting the Minister for Transport;*
- *Minister Jarvis: Minister for Agriculture and Food, Forestry, and Small Business; and*
- *All candidates in the upcoming state election.*

Q2:
Can the Shire strongly and regularly advocate for action and resources with State and Federal government, both elected members and agencies?

A2:
Yes, as noted above this issue has been ranked as a high-level priority item with the Shire President and CEO continuing to advocate.

Q3:
Can this committee direct Shire officers to allocate its limited resources to implement the Cowaramup Integrated Transport Strategy in collaboration with the community and stakeholders?

A3:
No, it is not within the remit of the committee to direct staffing matters. The allocation of resources will be a matter for the CEO once the Cowaramup Integrated Transport Strategy has been considered by Council.

Q4:
Given the importance and urgency of advocacy in this space, can Cowaramup transport infrastructure upgrades be included as a regular item for meetings of this committee?

A4:
As it is an endorsed priority the committee will be reviewing progress regularly, alongside all priorities, to evaluate progress and explore options to increase our advocacy effectiveness.

FINANCIAL IMPLICATIONS
Implications, Long Term Financial Plan, Whole of Life Cycle Considerations
Nil

SUSTAINABILITY IMPLICATIONS
Environmental, Social, Economic, Contribution to ‘Net Zero’ Targets
Advocacy is the process of influencing others to create change. The aim of the committee is to establish advocacy priorities that encompass a broad spectrum of issues, to deliver environmental, social and economic benefits for the community.

ADVOCACY
The Shire is committed to advocating on behalf of the community on a wide range of issues. Formalising the Shire’s advocacy priorities will enhance and streamline the Shire’s overall advocacy efforts.

RISK ASSESSMENT

OFFICER RECOMMENDATION
That Council receives the unconfirmed minutes of the Advocacy Committee meeting held 12 February 2025.

11.1.2. 2025 BEACH BUS SERVICE

Location/Address	Shire of Augusta Margaret River
Applicant/Landowner	Shire of Augusta Margaret River
File Reference	CSV/106
Report Author	Hannah Waters, CEO Executive Assistant
Authorising Officer	Andrea Selvey, Chief Executive Officer
Authority/Discretion	Advocacy

IN BRIEF

- At the Ordinary Council Meeting held on 11 December 2024, Council allocated $20,000 from municipal funds to support the provision of a beach bus service from Margaret River townsite to Gnarabup beach in January 2025 and requested a report on the outcome of the service (OM2024/192).
- Procurement was undertaken in December 2024 to secure a provider for the service.
- A free beach bus service operated during January 2025, providing transport between Margaret River town centre and Gnarabup/Prevelly beaches.
- A community survey was conducted from January to February 2025 to gauge community feedback, which received 145 responses.
- A summary of the process and outcomes are now being presented to Council.

ATTACHMENTS

1. Beach Bus Usage Statistics Shepherdson Transport [**11.1.2.1** - 1 page]
2. Analysis of Beach Bus Survey 2025 [**11.1.2.2** - 12 pages]

VOTING REQUIREMENTS

Simple Majority

OFFICER RECOMMENDATION

That Council:

1. Receives the 2025 Beach Bus Report.
2. Notes the ongoing engagement with the Public Transport Authority to advocate for public transport service provision in the Shire.

LOCATION PLAN

Nil

BACKGROUND

In November 2024, officers met with the Manager of Regional Town Bus Services from the Public Transport Authority (PTA) to discuss public transport options for the Shire and identify a way forward. During the meeting the Shire was advised to survey the community to demonstrate service demand that would support the PTA's decision-making process.

At the Ordinary Council Meeting held on the 11 December 2024, Cr D'Ath introduced new business of an urgent nature, *14.1.1 Engagement of Local Transport Provider to Operate a Beach Bus* due to numerous community members raising concerns about parking shortages at popular beach locations in the preceding two weeks.

Council resolved to allocate $20,000 from municipal funds to support the provision of a beach bus service from Margaret River townsite to Gnarabup beach in January 2025 and requested the CEO undertake an appropriate process to engage a provider to operate the service (OM2024/192).

Procurement was undertaken between 12 – 19 December, culminating with the contract being awarded to Inkpen Pty Ltd T/as Shepherdson Transport (Shepherdson Transport) on the 20 December 2024.

The service commenced on 1 January 2025, operating on a fixed schedule daily throughout January, concluding on the 31 January 2025.

A community survey was conducted in January and February to evaluate the effectiveness of the service, understand usage patterns, and gather feedback. This report presents a summary of the survey results.

STATUTORY AND POLICY REQUIREMENTS RELEVANT TO DECISION

PREVIOUS RESOLUTIONS

MOTION / COUNCIL DECISION

CR D'ATH, CR MUIR OM2024/192

That Council:

1. *Allocates funds of up to $20,000 from municipal funds to support provision of a bus service from Margaret River townsite to Gnarabup beach in January 2025.*
2. *Requests that the CEO undertakes an appropriate process CEO to engage a provider to operate this beach bus service.*
3. *Prepare a report on the outcomes of the service for Council.*

CARRIED 5/2
FOR: CRS BINKS, D'ATH, EARL, MELDRUM, MUIR
AGAINST: CRS BOLAND AND KENNAUGH

STRATEGIC COMMUNITY PLAN 2040
Performance
Outcome PF.2: Community and customer focus
Strategy PF.2.1: Provide, facilitate and fund a wide range of mandatory and community services that are responsive, agile, cost-effective, and that deliver a high-quality customer experience

CONSULTATION AND ADVICE

A total of 145 responses were received to the Beach Bus Feedback Survey between January and February 2025. The survey was distributed through the Shire's website, social media channels, community noticeboards, and at key facilities.

DISCUSSION / OFFICER COMMENTS

On the 12 December the Shire issued a Request for Quote (RFQ) documentation for the provision of a summer beach bus service during the month of January 2025.

Officers concurrently developed marketing materials for promotion of the service including a QR code to collect feedback through an online survey. The survey questions were developed with advice from the PTA about data they would require to inform their decision-making.

The Shire received quotes from South West Taxis and Shepherdson Transport. The assessment panel consisting of the CEO and the Director Corporate and Customer Services, assessed the quotes against the evaluation criteria specified in the RFQ documents. On Friday 20 December 2024, the contract totalling $20,500 (inc GST) was awarded to Shepherdson Transport as the most suitable provider.

The service commenced on Wednesday, 1 January 2025 and operated daily throughout January on a fixed schedule with departures from town at 8am, 9am, 10am, 11am, 12pm and 1pm, and returns from the beach at 8:30am, 9:30am, 10:30am, 11:30am and 12:30pm.

Throughout January the Shire regularly promoted the service. These efforts were supplemented by Shepherdson Transport displaying posters on their buses, at the departure points and promoting the service via their online platforms.

At the conclusion of the contract Shepherdson Transport provided the Shire with usage statistics collected throughout the service period. Of the 1,353 trips recorded, 724 were forward journeys to the beach and 629 were return trips. 9am and 10am were the most popular times for passengers to depart from the Margaret River bus stop with 11.30am and 12.30om the most popular time for passengers to depart from the beach. Full usage statistics are shown in Attachment 1 (Beach Bus Usage Statistics Shepherdson Transport).

A community survey was conducted in January and February 2025 to evaluate the service's effectiveness, understand usage patterns, and gather feedback for potential improvements. A summary of survey results is presented below with additional survey analytics presented in Attachment 2 (Analysis of Beach Bus Survey 2025).

<u>Summary of beach bus survey results</u>

Key respondent demographics:

- 95.8% were Shire residents; 4.2% were visitors
- 60.6% from Margaret River, 17.5% from Cowaramup, with remaining responses from across the Shire
- Primary age groups: 35-44 (28.0%) and 45-54 (28.7%), with representation across all age brackets.

The survey revealed strong community support for the Beach Bus service, with 86.7% of respondents indicating they would use public transport / bus services. Primary motivations for using the service included:

- Reducing parking and traffic stress (43.2%)
- Environmental concerns/reducing emissions (13.7%)
- Lack of personal transportation options (12.2%)
- Other reasons including family recreation, avoiding drink driving, and providing independence for teenagers (30.9%).

A strong majority indicated they would use the service weekly (56.6%), with daily users (27.0%) forming another substantial group, demonstrating potential for regular ridership.

- Popular destination requests included Gnarabup Beach, Margaret River town centre, Prevelly/Rivermouth, and Gracetown. Many expressed interest in routes connecting major townships.

Among those who wouldn't use the service, the main barriers cited were preference for personal transportation (63.2%), inconvenient scheduling (31.6%), and distance to pickup locations (21.1%).

User Experience:

- A few respondents questioned why the service was free and suggested that it should be monetised, especially for tourists: “Why are the ratepayers making this a free service, the main users of this service will be tourists. Why isn’t this monetised?.”
- There were concerns about the use of ratepayer funds to support the service: “Why are the ratepayers paying for this? Maybe children should ride free but not ratepayers.”
- A few respondents felt that this service was of benefit to residents of Margaret River only, and did not serve residents of other areas such as Augusta. “All ratepayers are paying for the service but have to drive to Margaret River town and find parking to use the service. Not really fair for residents in Augusta, Karridale, Rosa Glen, Cowaramup etc.”
- Multiple parents highlighted how the service provided teenagers with safe transportation and independence: "It was their absolute ticket to freedom whilst parents were working and gets them out of the house, off devices & doing something positive."
- Several respondents mentioned the bus was instrumental during VacSwim swimming lessons: "The Beach Bus was so amazing for swimming lessons!!"

- Regular users emphasized the sustainability aspect: "We can't keep building car parks forever! A bus is really important to have for locals and visitors alike."

Consistent themes regarding potential service improvements

Extended Operating Hours:
- Current service ending at midday/early afternoon was identified as a significant limitation
- Strong support for services continuing into late afternoon (suggested final return at 4:30-5:00pm).

Expanded Service Period:
- Support for extending beyond January to cover school holidays and weekends throughout summer.

Increased Route Coverage:
- High demand for additional pickup/drop-off locations in residential areas (Brookfield, Rapids Landing, Riverslea)
- Requests for connecting services to other localities (Cowaramup, Witchcliffe).

Enhanced Communication:
- Many respondents discovered the service by chance
- Recommendations for improved signage at bus stops.

Overall, the Free Beach Bus service received positive feedback for its convenience, environmental benefits, support for youth and community, and positive impact on tourism.

Results from the survey will be provided to the PTA to support their decision-making process and to encourage the PTA to implement a public transport service in the Shire.

FINANCIAL IMPLICATIONS
Implications, Long Term Financial Plan, Whole of Life Cycle Considerations
Funds are allocated to projects and programs as part of the annual budgeting process, with Council rates being set at the appropriate level to ensure funding is sufficient to meet service resourcing requirements.

The funds used to facilitate provision of the January 2025 beach bus service were not allocated as part of the 2024-25 Annual Budget but were able to be diverted to the bus service in this instance as a result of Council’s Absolute Majority decision on 11 December 2025 as per section 6.8 of the *Local Government Act 1995.* Funds were then formally reallocated through the Budget Review process.

SUSTAINABILITY IMPLICATIONS
Environmental, Social, Economic, Contribution to ‘Net Zero’ Targets
Environmental
- Reduced private vehicle usage and associated emissions
- Decreased parking pressure on sensitive coastal environments
- Support for the Shire's carbon reduction targets.

Social
- Improved beach access for those without private transport
- Enhanced recreational opportunities for youth and elderly

Economic
- Support for tourism sector through improved visitor mobility
- Long-term reduction in parking infrastructure costs.

ADVOCACY
Results from the survey will be provided to the PTA to support their decision-making process, including defining public transport boundaries and addressing practical considerations required to facilitate public transport services within the Shire.

Following further consultation and the PTA’s evaluation of the survey results, a formal decision for investment from could result in a public transport trial period being implemented with a decision being made regarding the viability of establishing a long-term public transport service for our community.

RISK ASSESSMENT
As the Shire has supported and subsidised a summer beach bus services for the past two financial years, there is a risk the community may expect the service to continue.

If the PTA does not commit to a public transport service in a timely manner, there is a risk that the service may not commence in 2026 potentially causing a negative public reaction.

OFFICER RECOMMENDATION
That Council:

1. Receives the 2025 Beach Bus Report.
2. Notes the ongoing engagement with the Public Transport Authority to advocate for public transport service provision in the Shire.

11.2
Sustainable Development and Infrastructure

11.2.1. P224875 - AMENDMENT TO JDAP APPLICATION (HOTEL DEVELOPMENT) - 10 - 12 (LOTS 11 & 12) FEARN AVENUE, MARGARET RIVER

Location/Address	10 - 12 (Lots 11 & 12) Fearn Avenue, Margaret River
Applicant/Landowner	Urbis/Pasta Shooter Pty Ltd
File Reference	P224875, PTY/1136
Report Author	Matt Slocomb, Strategic Projects Officer
Authorising Officer	Nick Logan, Director Sustainable Development and Infrastructure
Authority/Discretion	Quasi-Judicial

IN BRIEF

- An application was approved by the Regional Development Assessment Panel (RDAP) in 2023, for a 37-room hotel, including villas, along with a restaurant/bar and spa.
- The key issue arising during the assessment process for the development was carparking, with a variation sought to the car parking standards of the Shires Local Planning Scheme No.1 (LPS1). Conditions were imposed requiring the proponent to provide cash in lieu of parking, and to construct parking bays on the reserve to the rear of the site.
- The applicant sought review of the conditions by the State Administrative Tribunal, which following mediation required the RDAP to reconsider the proposal. In its reconsideration the RDAP removed the requirement for parking in the reserve to the rear of the site, but retained the cash in lieu component for 17 bays.
- The subject proposal seeks modification to the approved design (removal of one villa, reconfiguration of hotel design and parking area), and to modify the cash-in-lieu condition to provide an explicit cost per bay.
- The amendments are supported, however with a higher cost of cash in lieu payment per bay than sought by the proponent.

ATTACHMENTS

1. Fearn Ave Amendment Application [**11.2.1.1** - 42 pages]

VOTING REQUIREMENTS

Simple Majority

OFFICER RECOMMENDATION

The amended proposal is supported, subject to conditions.

LOCATION PLAN

Figure 1 – Location of development site in blue relative to Margaret River town centre.

The subject site is located within the Margaret River town centre on the western side of Fearn Avenue.

The site is adjacent to the intersection of Fearn and Charles West Avenue and overlooks the pedestrian only section of Fearn Avenue which intersects Bussell Highway to the east.

The immediate locality to the north, south and east is made up of predominately commercial, tourism and hospitality-based land uses. To the west of the site is a large parcel of land zoned 'Public Purposes' which includes the Margaret River Library.

Within 50 metres of the site are three public car parks which are managed by the Shire. These carparks have been developed to facilitate existing demand created by existing development in the Margaret River town centre and implemented to satisfy conditions of those development approvals.

Existing in the central area of lots 11 and 12 are five (5) rammed earth grouped dwellings which were approved in 1982.

BACKGROUND

Original Determination
A planning application was made to the RDAP for a Hotel and Restaurant development at Lots 11 & 12 (Nos. 10-12) Fearn Avenue, Margaret River. The approved development consisted of the following key components:

- Thirty seven (37) accommodation units consisting of a new three storey building in the western portion of the site accommodating 32 hotel rooms, and conversion of the 1980's rammed earth dwellings to provide 5 villas.
- Conversion of one of the 1980's rammed earth dwellings into the Hotel lobby and communal lounge.
- Restaurant, bar and function space with frontage to Fearn Avenue.
- 17 onsite parking bays
- Two short term public car bays and one ACROD Bay in the verge out the front of Fearn avenue
- End of trip facilities and hotel spa building on the northern boundary of the site.

The proposal is a hybrid hotel concept with sustainability target of being Australia's first net-positive circular hotel.

In addition to the above, the design incorporated measures to retention of two significant trees on-site and a 4m setback to the existing row of Pine trees at the rear of the adjoining property to the west.

In the assessment of the proposal, the key point of contention was a 17-bay parking shortfall sought by the proponent. As a consequence of this, the proposal was recommended for refusal by Shire staff as reflected in the Responsible Authority Report (RAR) principally due to a significant shortfall in parking supply.

The RAR was presented to Council on the 11 October 2023. The recommendation made by Council was that the RDAP approve the proposal subject to a number of conditions, of relevance effectively agreeing to the shortfall in parking supply.

The matter was considered by the RDAP at its meeting on the on the 24 October 2023, and approval was granted subject to conditions. Of relevance to the subject application are the following conditions:

29. *The landowner(s) shall enter into a legal agreement to with the Shire of Augusta Margaret River to provide for a lease agreement for the provision of additional car parking in accordance with the car parking plan provided at attachment 5 of this report to the satisfaction of the Shire. The agreement must be executed and registered by the owner(s) prior to the submission of a building permit for the development. The legal documentation shall be prepared by the Shire's solicitors to the satisfaction of the Shire. All costs associated with the preparation and registration of the documentation, including the Shire's solicitor's costs, shall be met by the applicant/owner of the land.*

30. *Prior to occupation of the development, the applicant entering into a legal agreement for the provision of Cash-in-lieu of car parking payment in accordance with Clause 5.8.7 of the Shire's TPS No.1 to the satisfaction to the Shire.*

Following the determination by the RDAP, the applicant sought review by State Administrative Tribunal.

On 2 May 2024, SAT ordered that the DAP's decision be reconsidered, taking into account new information provided by the proponent. The additional information did not address the concerns raised in respect to the original application in respect to parking and accordingly, the original recommendation for refusal was reiterated.

In respect to condition 29, this relied upon the cooperation of the Department of Lands and Heritage in their capacity as landowner to agree to the possible lease arrangement, and it was conveyed to the Shire that they did not consent to the lease arrangements contemplated by the Condition, meaning that this potential method to supply additional parking was removed.

The RDAP subsequently approved the proposal, subject to the removal of condition 29, but reinstating the cash in lieu condition as follows:

29. *Prior to the occupation of the development, the applicant entering into a legal agreement for the provision of cash in-lieu car parking payment for 17 bays in accordance with Clause 5.8.7 of the Shire's Town Planning Scheme No. 1, to the satisfaction of the Shire.*

THE PROPOSAL

The proposal incorporates a number of minor adjustments to the approved plans and conditions of approval which are summarised below.

The applicant seeks modification to Condition 29 above which relates to Cash in Lieu of parking. The alternate wording provided by the proponents suggests a specific per bay value of **$3,771.15** per bay. The alternative wording proposed by the applicant is provided below:

29. *Prior to the occupation of the development, the applicant entering into a legal agreement for the provision of cash in-lieu car parking payment of $3,771.15 per bay, for 17 bays, in accordance with Clause 5.8.7 of the Shire's Town Planning Scheme No. 1, to the satisfaction of the Shire*.

The other changes sought are summarised below:

Building Changes	• Removal of the under-croft parking in the new hotel building to the rear of the site to create three equally sized floors • Removal of one villa to provide additional parking space removed as a consequence of the above change. • The overall number of units remain the same. • The roof of the new hotel building to the rear of the site has been changed form a flat roof to a gable roof, resulting in an increase in the overall height by 1.08m.
Condition 9	Change to the timing of the preparation of a Wate Management Plan from prior to commencement of works on site, to prior to the occupation of the development.
Condition 20	Change in wording of condition that requires a Parking Management Plan removing the requirement for the parking management plan to demonstrate: management of parking spaces, vehicle access, circulation and egress methods.

The specifics of these changes are discussed further below.

STATUTORY AND POLICY REQUIREMENTS RELEVANT TO DECISION

Planning and Development (Development Assessment Panels) Regulations 2011
Regulation 17A of the *Planning and Development (Development Assessment Panels) Regulations 2011* allows for the Shire to consider an amendment to a Development Assessment Panel decision within the circumstances where an amendment can be considered under the Shire's Local Planning Scheme. Of note is that this request to consider an amendment can be directed to either the Local Government of DAP and the applicant has requested that amendment to the DAP imposed condition be considered by the Shire Council.

Deemed Provisions of Local Planning Scheme No.1
Clause 77(1)(c) of the Deemed Provisions of LPS1 has the following limitation on determining an amendment application:

(a) to amend the approval so as to extend the period within which any development approved must be substantially commenced;
(b) to amend or delete any condition to which the approval is subject;
(c) to amend an aspect of the development approved which, if amended, would not substantially change the development approved;
(d) to cancel the approval.

The subject application falls within the above constraints and can be contemplated as an amendment.

Local Planning Scheme No.1

Parking
Local Planning Scheme 1 includes the parking ratios for various land uses at Schedule 8, with a summary of the relevant parking requirements based on land use outlined below:

Landuse	Parking Rate
Hotel Accommodation	1 space per unit of accommodation.
Hotel Bar	1 space per 7.5m2 of bar space (areas occupied by customers, excluding servery areas) or 1 space per 7.5 patrons.
Restaurant	1 space per 5 seats or 1 space per 30sqm NLA, whichever greater.

In addition to the above, the scheme includes other mechanisms which can influence the required parking provision:

- Reciprocal parking arrangements within a site, where parking demand generated is shared by different land uses, or operating times differ over the course of the day;
- Provision of facilities to promote active transport, such as end of trip facilities, which can be eligible for up to a 10% reduction in the required parking;
- Cash In Lieu of parking, where the cost of land and construction of parking in the vicinity is paid to the local government to build additional parking supply in the vicinity.

Assessment against the parking standards is included in the comment section of the report.

The provisions for cash in lieu of parking is set out in LPS1 as follows:

5.8.7 Cash-in-lieu of car parking Where the local government so decides, cash payments in lieu of the provision of parking spaces on the site of any proposed development may be accepted but only subject to:

> (a) the cash-in-lieu payment shall not be less than the estimated cost to the owner or developer of providing and constructing the parking spaces required by the scheme plus the value, as estimated by the local government of that area of the land which would have been occupied by the parking spaces; and
>
> (b) payments under this clause shall be paid into a parking fund to be used for the provision of public car parking facilities anywhere within reasonable proximity to the subject land in respect of which a cash-in-lieu arrangement is made

Building Height
An overall height limit of 10m applies within the Town Centre Zone.

PREVIOUS RESOLUTIONS

ALTERNATIVE MOTION / COUNCIL DECISION

Cr Meldrum, CR Muir OM2023/182

That Council:

1. **Notes the Responsible Authority Report for P223094 - Lots 11 & 12 Fearn Avenue, Margaret River for proposed Hotel and Restaurant (Attachment 1);**
2. **Advises the JDAP that Council recommends approval to the development subject to the conditions outlined at Attachment 6 with the exception of condition 29.**

REASON

Council consider that together with parking management measures proposed by the operator, there is sufficient parking on site to support this development.

CARRIED 6/1
FOR: Crs Daniel, Binks, Earl, Meldrum, Kennaugh, Muir
AGAINST: Cr Cristoffanini

STRATEGIC COMMUNITY PLAN 2040
Place
Outcome PL.1: Diverse, sustainable and well-designed places
Strategy PL.1.1: Regulate and facilitate clearly defined areas for growth, renewal and protection through the Local Planning Strategy and Scheme with a special focus on sustainability, climate resilience and the unique character and cultural heritage of all places

Draft Local Planning Scheme No.2
The Shires Draft Local Planning Scheme No.2 was approved by Council in November 2024 and has been forwarded to the Department of Planning and Lands and Heritage for final approval.

The cash in lieu requirements are consistent with those contained in LPS1, with the exception that it states that cash in lieu should only be sought where there is an identified capacity and plan in place to provide parking in the locality.

CONSULTATION AND ADVICE
Consultation was undertaken on the original proposal when it was considered in 2023, at which point a total of 147 submissions were received, with 110 submissions of support, 32 objections and five (5) indifferent submissions received. The amount of support was above what might normally be recived for a proposal of this nature.

Of the objections received, the following concerns were raised:
- Concern over the number of car bays proposed for the development, specifically the proposed 17 on-site car parking bays for 37 keys.
- Concern over potential undue impact in terms of traffic.
- Concern over the impact of loss of 6 homes during a housing availability crisis.

DISCUSSION / OFFICER COMMENTS

Carparking
The carparking requirements as they apply to the proposal are summarised in the table below, inclusive of concessions around active transport and reciprocity which have been applied in previous decisions on this matter.

Land use and Parking Rate	Requirement	Proposed
Hotel Accommodation 1 space per unit of accommodation.	36 guestrooms = 36 car bays	17 car bays **19 bay deficit**
Hotel Bar 1 space per 7.5m2 of bar space (areas occupied by customers, excluding servery areas) or 1 space per 7.5 patrons	43sqm bar space/7.5 = 5.73 car bays	Nil **5.73 bay deficit**
Restaurant 1 space per 30sqm NLA	98sqm restaurant/30 = 3.3 car bays	Nil **3.3 bay deficit**
Totals	**45 car bays**	**17 car bays** **28.03 bay deficit**
Active Transport		
10% reduction to parking requirements (capped at 5 bays)	40.5 bays (45 x 0.9)	**17 car bays** **23.5 bay deficit**

Reciprocal Parking		
80% of Hotel Bar and Restaurant Patrons staying in Hotel Accommodation	Reduction of 7.2 bays (80% of bar and restaurant parking requirement) **34 bays** (33.3 rounded up)	**17 car bays** **17 bay deficit**

As outlined above, there is a **17-bay** parking shortfall once active transport and reciprocity factors are included.

Condition 29 currently contemplates that this shortfall is addressed via cash in lieu.

In pursuing an amendment to the approval, the applicant has sought to include a specific rate per bay in the condition, proposing **$3,771.15 per bay** on the basis that this is comparative to other local governments and reflects State Government guidance. This would result in a total cash-in-lieu payment of **$64,109.55**.

The Scheme requirements on calculating cash in lieu contain two components, being the cost to the developer to construct the parking bays, plus the value of the land which those bays would have occupied.

The Shire's works team has provided advice on an estimated construction cost per bay, which came to **$5,705.69 per bay**. The cost of the construction of 17 bays would come to **$96,996.73.**

In addition to the above, a land valuation was sought in accordance with the Scheme requirements. The outcome of the land valuation was that the cost of the land which would have occupied the parking spaces would equate to **$19,111.8** per bay, at a total cost of **$324,900.**

This places the total cost based on the scheme requirements at **$24,817.49 per bay**, or an overall cost of **$421,996.66.**

Discussion on the rate of Cash in Lieu
There is obviously a considerable difference between the total amount proposed by the applicant for Cash in Lieu and the amount required by the Scheme.

Whilst the full cost provided may impact the viability of the project, it is important to consider that funds collected are required to be used for parking within the Margaret River townsite wherein the provision of alternative parking options are limited and are likely to require the acquisition of land. It is likely that any substantive increase in parking would need to come in the form of stacked parking, which comes at a higher cost per bay than standard parking.

Acceptance of the figure requested by the applicant would result in the development needing to be subsidized by ratepayers, either in the form of the physical provision of parking with hotel guests using parking assigned to other uses, or in making up the financial shortfall of providing additional bays elsewhere.

Notwithstanding the above, it is recognized that the proposal was largely supported by the community, provides best practice in sustainable practices and is of a high design quality. If Council were of a mind to reduce the cost to the development without undermining the intent of the cash in lieu provision (to provide parking in the vicinity) the condition could be modified to cover construction costs only ($96,996.73), on the premise that additional bays can be provided in Shire road reserves in the vicinity, removing the need for land acquisition.

The proposed reduced cash in lieu amount is premised partly on the issue of the quantum of cash in lieu being an issue of viability for the proposal, which is questionable in terms of relevance to the planning decision. The relevant point is that the method is set by the planning scheme to determine the quantum payable, which is reflective of the consumption of land not owned by the proponent to meet the demand on infrastructure caused by that development. In other jurisdictions, such as Perth and Peel, alternative methodologies are available however, these do not apply in the regions given the important contextual distinctions including:

- The absence of public transport.
- The lack of critical mass to provide for cash on demand parking solutions.
- The absence of time limited parking.
- The remote single destination that applies to many of these locations including the Margaret River townsite (i.e. people predominantly travel by car).

A further important issue is the of consistency in decision making and validity of the departure from Scheme standards in a particular situation. This item is presented to Council on the basis that it triggers a qualification in the delegation to staff to make a decision, in that the proposal has the potential to:
Set an undesireable precedent in terms of height, bulk, scale etc that could create an undesireable policy direction. In the context of considering this and future applications under the Scheme, it is relevant to consider not just this application, but the cumulative impacts of treating all future applications in the town centre in the same way.
Shire officers have sought to engage with the proponent to determine locations where cash in lieu could be expended or additional supply provided by the proponent but there has been no further exploration of those issues by the applicant.

While issues with the provision of cash in lieu and expenditure to create bays that will meet the demand generated by the on-site shortfall remain, the assessment of this proposal varies from the original staff review. This is due to the fact that this decision is made within the context of an approval being granted for the proposal by the JDAP.

Building Height
As outlined, there is a 10m height limit for development within the town centre zone.

The amendment involves a change to the roof of the hotel building located to the rear of the site from a flat roof to a gable roof. As a consequence of this change, the height of the building has increased from the previous iteration of the proposal, with the maximum height of the development now at 11m on the southern end of the hotel owing to the topography of the site. This results in a variation to the 10m height limit of the scheme.

The Shires local planning scheme allows for a variation to the building height standards of up to 20%, meaning that the height of the proposal can be considered through an exercise of discretion.

In this instance, the variation is supported for the following reasons:

- The extent of variation in limited to part one building setback significantly from the streetscape behind the remainder of the development, given the setback from Fearn Avenue the difference in is likely to be indistinguishable from the street.
- Established vegetation behind the site will background this portion of the development, reducing visual impacts.
- Retention of large trees within the site will provide screening for parts of the development, further reducing visual impacts.

- The height of the building is consistent with other peripheral commercial development approved within the town centre, such as the Woolworths complex which has a 12m height located much closer to the street.

For the reasons above, the amendments to the roof form and variation to the building height limits are supported.

Waste Management - Condition 9
The change sought to this condition is to provide a waste management plan prior to occupation of the development, as opposed to prior to the commencement of works. The implication of this is that the Shire would not be able to require any changes to the design or layout of the site if required to facilitate waste collection at the site.

In the assessment of the initial proposal, the Shires waste services team identified a number of issues with the proposed waste collection approach. This centered on waste collection trucks parking on the street while drivers retrieve bins from a bin storage area. Concern was raised that this may lead to traffic issues given the proximity to a three-way intersection, with noise restrictions limiting collection to daylight hours where there may be conflicts with traffic. It was indicated by Shire waste staff that ideally collection of bins would be completed wholly within the boundaries of the development so not to impact on the surrounding road network.

Based on this feedback, resolution of waste management considerations may require modification to the design and therefore it is preferable that the waste management plan be prepared before commencement of the build.

For the reasons outlined above, the change to this condition is not supported.

Parking Management Plan – Condition 20
The applicant is proposing the following changes to condition 20 (changes in red)

20. Prior to the occupation of the development, a Car Parking and Management Plan shall be provided demonstrating ~~that sufficient parking will be available for hotel guests and customers of the commercial premises~~ management of parking spaces, vehicle access, circulation and egress methods to the satisfaction of the Shire.

The applicant has requested that the condition be amended to more clearly relate to the management of the approved bays, and access and circulation within the site and avoid potential conflict with the approved plans and condition 29.

The issue with this change from the Shire's perspective is that the parking shortfall has been justified through a combination of operational measures which would result in less people driving to the hotel – such as the use of airport pick-ups, relationships with tour operators servicing the region and non motorised transport being available for guests. Whilst it is acknowledged that the operator is unable to influence parking outside of the site, it is considered that the overall strategy to reduce reliance on parking goes beyond the matters listed in the modified condition above. For this reason the Shire is suggesting the following modification:

20. Prior to the occupation of the development, a Car Parking and Management Plan shall be provided demonstrating ~~that sufficient parking will be available for hotel guests and customers of the commercial premises~~ management of parking spaces, vehicle access, circulation, egress methods and operational management measures to reduce car dependency of the development to the satisfaction of the Shire.

FINANCIAL IMPLICATIONS
Implications, Long Term Financial Plan, Whole of Life Cycle Considerations

As outlined above, reductions in the cash in lieu contributions may require the Shire to find alternative funding sources to provide additional parking facilities in central Margaret River.

SUSTAINABILITY IMPLICATIONS
Environmental, Social, Economic, Contribution to 'Net Zero' Targets
The proposal has the aim of becoming Australia's first net-positive, circular hotel. This aspiration is in line with the Shire's Climate Action Plan which seeks to achieve carbon neutrality by the year 2030.

ADVOCACY
Nil

RISK ASSESSMENT
The applicant may appeal the amendment decision with the State Administrative Tribunal.

OFFICER RECOMMENDATION
Pursuant to Clause 77(4) of the Deemed Provision of Local Planning Scheme No.1, amend the approval for the proposed Hotel and Restaurant at Lot 11& 12 Fearn Avenue, Margaret River, subject to the following conditions with condition amendments shown in red:

1. This decision constitutes planning approval only and is valid for a period of four years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect. Where an approval has lapsed, development is prohibited without further approval being obtained.

2. The development the subject of this approval must comply with the approved plans at all times unless otherwise approved in writing by the Shire of Augusta Margaret River or the Joint Development Assessment Panel.

Plans and Specifications	P1 – P7 received by the Shire on the 28 November 2024

3. Prior to submission of a building permit for the development, a schedule of final materials and colours, which shall be generally consistent with the approved plans, shall be submitted to the satisfaction of the Shire.

4. Prior to submission of a building permit for the development, a Landscape Plan shall be prepared to the satisfaction of the Shire by a suitably qualified and/or experienced landscape consultant. The Landscape Plan shall be drawn to scale and show the following:

   a) The location, name and mature heights of existing and proposed trees and shrubs and ground covers on both the subject site and the adjoining street verge(s);
   b) Any existing significant existing trees to be protected, incorporating recommendations of the Tree Inspection and Recommendations Report prepared by South-West Tree Services for the development;
   c) Any lawns and paved areas to be established;
   d) Any natural landscaped areas to be retained; and
   e) Those areas that are to be reticulated or irrigated are demonstrated to be designed using water sensitive principles.

5. Landscaping shall be implemented, in accordance with the approved Landscape Plan, prior to occupation/use of the development and shall be maintained at all times.

6. Any outside lighting to comply with Australian Standards AS4282-2019 (as amended) for the control of obtrusive effects of outdoor lighting.

7. An assessment of anticipated noise emissions from the operation of development shall be assessed at final design stage and appropriate noise controls are to be incorporated into the design to ensure compliance with the *Environmental Protection (Noise) Regulations 1997*.

8. An acoustic assessment of external mechanical plant is required prior to construction with any required noise amelioration to be incorporated into the design to ensure compliance with the

Environmental Protection (Noise) Regulations 1997 and no loss of amenity to the locality by appearance, noise, emissions or otherwise, to the satisfaction of the Shire.

9. Prior to the commencement of the development, a Waste Management Plan must be implemented to the satisfaction of the Shire, and have due regard to the following:

    a) Ownership, maintenance and management of waste receptacles;
    b) Provider of waste collection services;
    c) Categories (landfill, recycling, FOGO, etc.) and volumes and waste expected to be produced;
    d) Bin storage are and types of receptacles showing quantity and placement of bins in storage area;
    e) Method of collection and disposal of waste including access, circulation and collection times for the servicing of waste bins/receptacles;
    f) Hygiene and noise, odour and vermin control;
    g) Health, safety and environmental considerations, particularly focussed around manual handling, and prevention of accidental spills and releases;
    h) Waste avoidance and staff education on avoiding waste;
    i) Any opportunities for management of waste on site, like composting food waste, ect.

10. Prior to submission of a building permit application for the development, a detailed Stormwater Management Engineering Plan shall be prepared to the satisfaction of the Shire and submitted to the Shire showing drainage details, stated storage capacity, lid levels, drainage pipe inverts, sump connections details, slow release details and calculations, offsite infrastructure connection details and a feature survey showing existing services, street trees, footpaths and furniture etc. The Shire’s written acceptance of the Stormwater Management Plan must be provided with the building permit application.

11. Prior to practical completion of the development, stormwater management systems on the subject site shall be constructed in accordance with the accepted Stormwater Management Engineering Plan referred to in abovementioned condition and shall thereafter be maintained.

12. Prior to practical completion of the development, stormwater management systems on the subject site shall be constructed in accordance with the accepted Stormwater Management Engineering Plan referred to in abovementioned condition and shall thereafter be maintained.

13. Prior to submission of a building permit application for the development, a detailed Vehicle Parking Construction Engineering Plan shall be prepared in accordance with the Australian Standard AS 2890 to the satisfaction of the Shire and submitted to the Shire showing construction details including pavement levels, thickness, cross fall, lighting proposal and drainage disposal method. The Shire’s written acceptance of the Vehicle Parking Engineering Plan(s) must be provided with the building permit application.

14. Prior to occupation of the development, vehicle parking areas shall be constructed and thereafter maintained in accordance with accepted Vehicle Parking Construction Plan(s), the Australian Standard AS 2890 and the Shire’s Standards and Specifications.

15. Prior to submission of a building permit application for the development, a detailed engineered Pedestrian Path Construction Plan shall be prepared in accordance with the Shire’s Standards and Specifications. The Pedestrian Path Construction Plan shall be prepared to the satisfaction of the Shire and shall be submitted to the Shire showing construction details for the shared path fronting the development. The Shire’s written acceptance of the Pedestrian Path Construction Plan must be submitted at the time of lodging a building permit.

16. Prior to occupation of the development, the pedestrian path system shall be constructed at the full cost of the proponent and in accordance with the accepted Pedestrian Path Construction Plan.

17. Prior to occupation of the development, a Service Delivery Management Plan (SDMP) shall be provided to the satisfaction of the Shire. The SDMP shall address the effective management of the loading of service vehicles to the site.

18. ACROD bay and statutory signs shall be located convenient to the building entrance and shall be designed in accordance with AS2890.6 Parking Facilities Part 6: Off street Parking for People with Disabilities to the satisfaction of Local Government.

19. Prior to submission of a building permit application for the development, the proponent shall pay a $9500 development bond to the satisfaction of the Shire.

20. Prior to occupation of the development, a Car Parking Management Plan shall be provided demonstrating that ~~sufficient parking will be available for hotel guests and customers of the commercial premises~~ management of parking spaces, vehicle access, circulation, egress methods and operational management measures to reduce car dependency of the development to the satisfaction of the Shire.

21. Prior to occupation of the development, an Active Transport Plan is to be prepared detailing facilities to be provided to encourage non-motorised forms of transport including the provision of end of trip facilities to the satisfaction to the Shire.

22. Prior to submission of a building permit for the development, a Construction Management Plan shall be prepared to the satisfaction of the Shire and shall be implemented on site at all times construction is in progress.

23. Prior to submission of a building permit for the development, a Tree Management Plan is required to outline the measures taken to protect existing trees to retained during construction, to the satisfaction of the Shire of Augusta Margaret River.

24. Prior to submission of a building permit for the development, the proponent shall make a contribution toward public art in accordance with the Shire's Local Planning Policy 30 – *Public Art in Development* to the satisfaction of the Shire.

25. Prior to occupation of the development, satisfactory arrangements being made with the Shire of Augusta Margaret River for Lots 11 and 12 Fearn Avenue, Margaret River to be amalgamated.

26. All services and service related hardware, including antennae, satellite dishes and air conditioning units, being suitably located away from public view and/or screened to the satisfaction of the Shire.

27. The external surface of the of the boundary wall to the north, including material, colour and texture shall provide a suitable aesthetic appearance to the satisfaction of the Shire.

28. Immediately prior to and during vegetation clearing and demolition occurring, an authorised fauna spotter is to be on site to manage impacts to threatened black cockatoos, western ringtail possums, wambengers and quendas with a postclearing report provided to the Shire and a copy to Department of Biodiversity, Conservation and Attractions (DBCA).

29. Prior to occupation of the development, the applicant entering into a legal agreement for the provision of Cash-in-lieu of car parking payment **of $24,817.49 per bay,** for 17 bays in accordance with Clause 5.8.7 of the Shire's TPS No.1 to the satisfaction to the Shire.

ADVICE NOTES

1. The proposed restaurant must comply with the *Food Act 2008* and the Food Standards Australia New Zealand Code.

2. Development is to comply with the Building Code of Australia (BCA), Part F5 – Sound Transmission and Insulation.

3. Fit-out of licensed premises is to comply with the Standards of Licensed Premises issued by the Department of Local Government, Sport and Cultural Industries. Prior to the construction and fit out of the approved food premises, detailed plans and specifications must be submitted to the Local Government for assessment.

4. The function room in the development is considered to be a public building and is required to comply with the *Health (Public Building) Regulations 1992*.

5. Proposed spa and plunge pool are considered to be aquatic facilities and as such must comply with the approval, construction and operational requirements of the *Health (Aquatic Facilities) Regulations 2007*.

6. The fauna spotter should obtain the appropriate authorisation under the *Biodiversity Conservation Act 2016* (BC Act), prior to clearing and demolition occurring. The spotter is to provide a post clearing report to the Shire and DBCA swlanduseplanning@dbca.wa.gov.au that includes the numbers of adult or juvenile black cockatoos, western ringtail possums, wambenger and quenda observed, taken or disturbed, any injuries or fatalities, and the location of the species after clearing and demolition has occurred.

7. Engineering plans are required to be developed and designed by a suitably qualified engineer and submitted to the Shire's Asset Services department (PH 9780 5274) The plans shall include a feature survey of the Shire's road reserve as part of the submission.

8. Pedestrian paths shall remain continuous at vehicle crossovers and shall be reinforced with mesh. The existing path along Fearn Avenue to the frontage of the development shall be upgraded to a 3 metre concrete path, designed, constructed, drained inclusive of pedestrian ramp(s) tactiles and pedestrian crossing facilities at all kerb crossings

9. Works in a road reserve, including any pruning or clearing of vegetation, are prohibited without first obtaining written approval of the Shire. The proponent will be required to submit and implement a Traffic Management Plan (TMP) for all works in a road reserve. The TMP is required to be prepared by a licenced Traffic Manager in accordance with MRWA Traffic Management Code of Practice and Australian Standards AS1742.3-2002 for any works on or within the road reserve (including road)".

10. At all times, all stormwater and drainage run-off from the development shall be detained within the lot boundaries and where available disposed offsite by an approved connection to the Shire's drainage system. At all times stormwater shall be managed to predevelopment flow regimes. Commercial developments should contain the 5% AEP on site using appropriate onsite storage with suitably designed storage such as pipe and pit, raingardens and shaping the carpark to function as part of the onsite detention with slow release to mimic predevelopment flows.

11.2.2. LOCAL BIODIVERSITY STRATEGY

Location/Address	Shire of Augusta Margaret River
Applicant/Landowner	Shire of Augusta Margaret River
File Reference	ENV/76
Report Author	Kay Lehman, Senior Environment Officer
Authorising Officer	Nick Logan, Director Sustainable Development and Infrastructure
Authority/Discretion	Executive/Strategic

IN BRIEF

- The development of the Local Biodiversity Strategy (LBS) is a key action within the Shire's Corporate Business Plan 2024-2028 and is a CEO Key Performance Indicator (KPI) endorsed by Council 14 June 2023 (OM2024/102) with a timeline to be finalised for a Council decision by June 2025.
- Council was briefed at a Concept Forum on the draft LBS on 20 November 2024 and a further Briefing was held on 12 February 2025.
- The LBS identifies key priority Local Natural Areas (LNAs) and details strategic direction and actions, with the vision to *"Implement a nature positive approach for best-practice planning and operations for biodiversity protection, supporting community, landholders and partnership initiatives".* The LBS will foster community stewardship of local natural areas and embed the consideration of biodiversity as standard in all decisions and activities of the Shire.
- The LBS has been prepared following consultation sessions with community and stakeholders as well as input by staff members.
- Preparation of the LBS has been part funded (50%) by a WALGA grant, through the Local Biodiversity and Native Vegetation Management Project (funded by a State NRM Grant).

ATTACHMENTS

1. Biodiversity Action Strategy [**11.2.2.1** - 269 pages]

VOTING REQUIREMENTS

Simple Majority

OFFICER RECOMMENDATION

That Council:

1. Adopts the Shire's Local Biodiversity Strategy 2025-2035.
2. Notes that the recommended actions in the Strategy will be incorporated into work plans and budgets for all directorates as part of the Long-Term Financial Plan and yearly budget preparation process.
3. Consider utilising a portion of the Shire's Biodiversity Reserve to fund specific actions in the Local Biodiversity Strategy 2025-2035 to be determined through the yearly budget preparation process.
4. Requires the CEO to provide an annual update on progress with implementation of the actions of the Local Biodiversity Strategy 2025-2035.

LOCATION PLAN

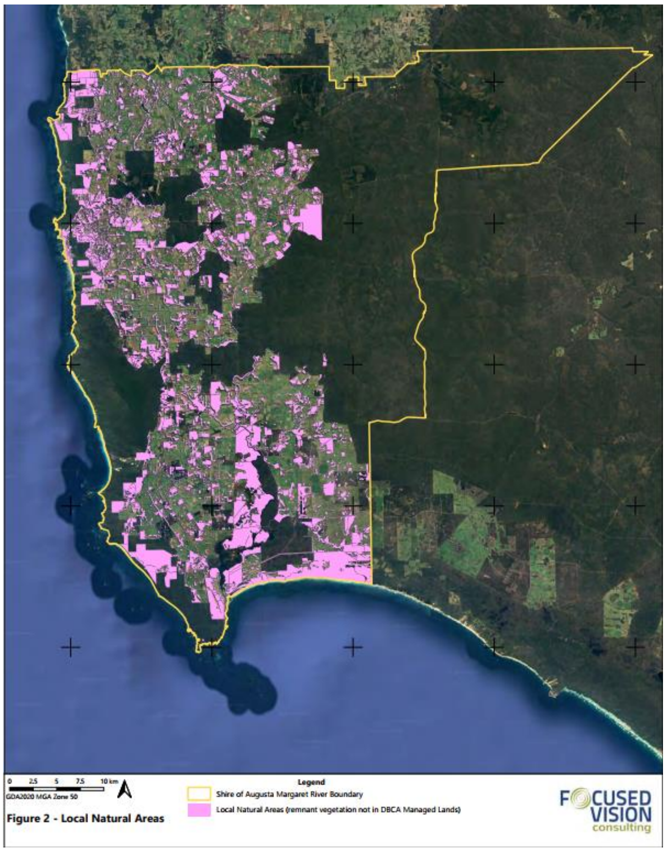

Figure 1 – The focus of the Local Biodiversity Strategy is on Local Natural Areas LNAs (all areas of native remnant vegetation on public and private land- in pink) excluding DBCA managed lands.

BACKGROUND

The development of the draft Local Biodiversity Strategy (LBS) (Attachment 1) is a key action within the Shire's Corporate Business Plan 2024-2028 and is a CEO KPI endorsed by Council 14 June 2023 with a timeline to be finalised for a Council decision by June 2025.

Protecting local biodiversity in the Shire is crucial, due to its unique ecological and cultural significance. Our region contains productive agricultural land and iconic natural landscapes, and we have strong 'sense of place' and cultural connection to Boodja (the land). Biodiversity is the diversity of life on earth and is critical to our region as it drives the ecosystem services that support our quality of life.

The region is part of the Southwest Australia biodiversity hotspot, one of only 36 such hotspots globally, known for its rich diversity of plant and animal species, many of which are endemic and are found nowhere else on Earth. The threat to their survival is heightened by factors such as habitat loss, climate change and invasive species.

The shire region is a potential biodiversity refuge. As climate conditions worsen, with rising temperatures and declining rainfall, the cooler, wetter microclimates of the Capes region, particularly the forests and river systems, may provide critical havens for some species, including the Critically Endangered Western Ringtail Possum. This capacity to act as a climate refuge adds urgency to protecting local biodiversity now, ensuring ecosystems are resilient to the anticipated pressures.

Protecting biodiversity aligns with the cultural values of the traditional Wadandi and Pibelmen custodians, whose connection to Wadandi/Pibelmen Boodja (land, country) emphasises the importance of safeguarding both the natural environment and the cultural landscapes. The preservation of species, ecosystems and land features enhances cultural heritage, supporting the continuation of traditional practices and respect for the natural world.

Local biodiversity plays a vital role in supporting recreational activities and tourism, which are key drivers of the region's economy. Protecting our environment ensures the continued enjoyment of these outdoor activities, promoting well-being and supporting eco-tourism industries.

The protection of biodiversity in the Shire of Augusta Margaret River supports ecological health, cultural values, climate resilience, and local economic and recreational benefits. It is essential to preserve these natural assets for the long-term benefit of the community and the environment.

This LBS has been developed to identify and prioritise key environmental assets for protection within the Shire. The LBS aims to optimise community engagement, advocacy and partnership opportunities and create a culture of stewardship towards the natural environment on public and private land. As part of the LBS, an Action Plan has been developed to prioritise and guide decision making over the next 10 years in relation to biodiversity conservation and enhancement.

The Shire was successful in receiving a $20,000 grant from WALGA through the State Natural Resource Management (NRM) Program, for the Local Government Biodiversity and Native Vegetation Managment Project. This grant partly funded the development of the LBS. Following a competitive Request for Quotation procurement process, consultants Focused Vision Consulting were appointed to prepare the LBS.

STATUTORY AND POLICY REQUIREMENTS RELEVANT TO DECISION

In Western Australia, the conservation of biodiversity and the safeguarding of the natural environment are governed by a tiered system of legislation, policies, planning frameworks and management plans. These encompass both statutory and non-statutory mechanisms that deal with issues such as preserving existing vegetation, protecting various species of flora and fauna and managing their habitats. This LBS has considered legislative requirements and government policies at the National, State, and local levels.

PREVIOUS RESOLUTIONS

Nil

STRATEGIC COMMUNITY PLAN 2040
Environment
Outcome EN.1: Ecology and biodiversity protection
Strategy EN.1.1: Provide, regulate, facilitate, fund and advocate to manage ecological values, inform best practice and protect and enhance the biodiversity values of the region
Strategy EN.1.2: Facilitate and fund local conservation and landcare activities with community and visitors, so the environment is conserved, rehabilitated and celebrated
Strategy EN.1.3: Provide, regulate and facilitate to support Wadandi and Pibelmen Traditional Owners use and share cultural knowledge to care for Boodja and water in the Shire
Strategy EN.1.4: Facilitate ecologically sound and culturally inclusive fire management practices on Shire land and work collaboratively with all stakeholders in tenure blind process to increase resilience and reduce vulnerability of bushfire across the Shire

Environment
Outcome EN.2: Healthy waterways, foreshores and natural landscapes
Strategy EN.2.1: Facilitate, advocate for and fund actions which protect, monitor and improve the waterways, rivers and wetlands flowing through urban and rural catchments
Strategy EN.2.2: Facilitate, fund and advocate for an adaptive response to coastal processes and the protection of key landscapes in the Shire
Strategy EN.2.3: Provide, regulate, facilitate and advocate for habitats, corridors and refugia to be identified and protected utilising land use planning incentives and community partnerships

CONSULTATION AND ADVICE

The development of the LBS builds upon a strong history of community focus in protecting the local environment and involvement in managing natural areas. The consultation process incorporated a range of opportunities for community and stakeholder input, which included:

- A staff workshop involving 17 participants (across all Directorates) facilitated by Focused Vision Consulting on 21 November 2023.
- A community Your Say survey for a four week period from 6 February to 4 March 2024 with 148 visitors and 41 submissions received.
- A series of three community and stakeholder workshops:
    - Workshop 1 – Community Government Agencies and other Stakeholders (Augusta), 21 February 2024
    - Workshop 2 – Community (Margaret River), 21 February 2024
    - Workshop 3 – Government Agencies and other Stakeholders (Margaret River), 22 February 2024.

  A total of 52 participants were involved in the workshop sessions including individuals from the following groups:

    - Augusta Community Development Association Inc.
    - Environmental Research Group Augusta
    - Department of Biodiversity, Conservation and Attractions
    - Augusta Coast and Landcare Group
    - Lower Southwest Growers Group
    - Augusta Coast and Landcare Nursery
    - Margaret River and Region Apiarists
    - Friends of East Augusta Group
    - Friends of Molloy Island Group
    - Margaret River Environment Centre
    - Wildflower Society WA- SW Capes Branch
    - Nature Conservation Margaret River Region
    - Friends of Barrett Street reserve
    - Department of Water and Environmental Regulation
    - Margaret River Busselton Tourist Association/Capes Foundation

- A staff technical working group was established including staff members across several business units to assist, support and oversee the development of the LBS.
- There was also consultation with key staff members to review the draft actions to ensure that they were feasible, realistic, strategic and appropriately resourced.
- Further consultation and an opportunity to comment on the draft LBS was undertaken in late November-early December 2024 with key stakeholders included Undalup Association, Nature Conservation Margaret River Region and Lower Blackwood LCDC.

In addition, in early 2023 as a response to the CEO's KPI to *Mainstream an approach of valuing biodiversity through Shire plans and operations*, consultation was undertaken with key stakeholders including Nature Conservation Margaret River Region, Margaret River Regional Environment Centre, Wildflower Society WA- SW Capes Branch and Lower Blackwood LCDC.

Also, a 'Valuing Biodiversity' Your Say staff survey was undertaken to utilise staff experience, knowledge and expertise to improve Shire operations, achieve greater collaboration on biodiversity issues across the organisations and promoting the importance of protecting biodiversity values to the broader community.

The valuable insights and information gained from the consultation with the community, stakeholders and Shire staff for both the LBS and the Mainstreaming biodiversity project was utilised to develop suitable actions with the LBS.

DISCUSSION / OFFICER COMMENTS

The LBS has been developed in collaboration with consultant Focused Vision Consulting, through a desktop assessment, mapping of environmental values and interactive workshops with staff, community and stakeholders. The LBS will provide a framework to prioritise the retention of native vegetation, and for the protection and enhancement of the Shire's natural areas. It will also guide decision-making for best-practice planning and operations for biodiversity protection, supporting community, landholders and partnership initiatives.

The LBS is a key action within the Shire's Corporate Business Plan 2024-2028 and incorporates both public and private land with the aim to prioritise:

1. Retention of native vegetation
2. Protection and enhancement of natural areas
3. A plant local approach
4. Opportunities for advocacy
5. Engendering a culture of stewardship towards the natural environment
6. Resourcing required to deliver the strategy.

The LBS has been developed in accordance with the Local Government Biodiversity Planning Guidelines (Del Marco *et al.* 2004) designed to identify and prioritise Local Natural Areas (LNAs) for conservation. An important step in local biodiversity planning is establishing criteria to assess the biodiversity conservation value of natural areas, helping identify areas of high priority for protection and conservation. This prioritisation process identifies LNAs based on multiple biodiversity values, addressing the needs of various environmental factors, species, and ecological values. High-priority LNAs may be selected for management to prevent degradation and enhance conservation opportunities.

The framework for this LBS is designed to update and complement current strategies, schemes and policies within the Shire relating to the protection of its natural environment and biodiversity. The LBS methodology utilised to develop this framework is broadly summarised below in Figure 2.

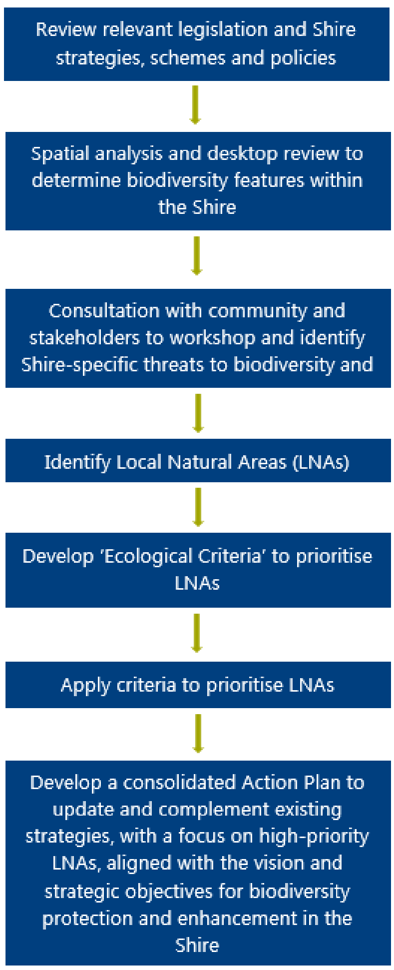

Figure 2: Methodology for Development of the LBS

The key significant values within the Local Natural Areas (LNAs) of the Shire were determined to be as follows:

- Presence of Commonwealth or State-listed Threatened Ecological Communities (TECs)
- Presence of State-listed Priority Ecological Communities (PECs)
- Presence of Vegetation Associations or Complexes with less than 30% remaining within Western Australia
- Presence of Vegetation Associations or Complexes with less than 30% remaining within the Shire
- Presence of Threatened Flora
- Presence of Threatened and specially protected Fauna
- Representing a stepping-stone in a regionally significant ecological linkage
- Remnant vegetation within or within 50 m of a buffer of a Geomorphic Wetland

Mapping of low, moderate and high priority LNAs have been detailed within the Strategy. Prioritisation is based on a desktop assessment of biodiversity values and vegetation representation. It does not consider on-site threats and land use pressures. Therefore, LNAs that have a lower prioritisation score may still be a high priority for action based on factors such as site-specific threats, such as weed invasion and visitation, nearby urban development etc. It is recognised that site assessments are required to verify the prioritisation of LNAs for management action.

There are many threats to biodiversity values that require management including invasive weeds, feral animals, pathogens and disease, habitat loss and fragmentation, changing land use and development, climate change and associated effects, water use and changes in hydrology, altered fire regimes and uncontrolled access.

The LBS prioritises actions that the Shire has direct control over as well as detailing partnerships with community, landholders and stakeholders, fostering community stewardship and advocacy actions to improve biodiversity protection.

To achieve the Shire's biodiversity vision and in alignment with the strategic directions and consultation outcomes, a 10-year Action Plan for biodiversity has been developed. Examples of actions are detailed under the six key headings:

1. <u>Protection of Local Natural Areas (LNAs)</u>

Objective: Increase the retention and protection of all remaining local natural areas in the Shire

Example action: Review Shire-vested reserves containing priority LNAs and investigate the potential to change purpose or reserve classification to include biodiversity conservation to better reflect the values and intended management of the reserve.

2. <u>Enhancement and management of Local Natural Areas</u>

Objective: Undertake management to improve the condition of and reduce threats to LNAs.

Example action: Develop Landscaping Guidelines for new subdivisions, including recommended local native species lists.

3. <u>Protection and enhancement of strategic ecological linkages</u>

Objective: Improve the resilience of LNAs by protecting, enhancing and increasing regional and local-scale ecological linkages and corridors.

Example action: Develop a '*Guideline for the Management of Roadside Native Vegetation'* for Shire Road reserves, that considers road safety and maintenance requirements, environmental values including threatened flora and ecological communities, and ecological connectivity, and includes procedures for implementing best practice road maintenance while protecting roadside vegetation.

4. <u>Working with partners</u>

Objective: Achieve regional-scale, cross-tenure protection of local natural areas by supporting and working collaboratively with the Shire's partners and the community.

Example action: Work with our partners including cultural custodians, DBCA, NRM groups and research institutions, to monitor and improve our understanding of the effects of a drying climate on local species, habitats and ecological communities, and develop initiatives for improving long-term resiliency of LNAs.

5. Fostering community understanding, respect and stewardship for the environment

Objective: Provide education and engagement opportunities for the community to foster a sense of environmental awareness, stewardship and respect.

Example action: Develop a series of Biodiversity Information Packs, targeting new and established residents, landowners, and visitors to the region, that provide information on local biodiversity values in the Shire and guidance on protecting these values, including available resources and opportunities for involvement.

6. Mainstream biodiversity in Shire operations and decision making.

Objective: Incorporate biodiversity protection principles in all levels of Shire decision-making and operations.

Example action: Implement annual biodiversity training for all Shire staff and include specific components relevant to role and level of responsibility.

A program of continuous improvement and review will be implemented to ensure that the LBS action plan is being implemented, and that it remains current and fit for purpose.

FINANCIAL IMPLICATIONS

Implications, Long Term Financial Plan, Whole of Life Cycle Considerations
Some of the actions within the LBS do not have a direct budget implication as they are actions that are currently being undertaken and are generally ongoing, such as supporting the Friends of Reserve Groups and continuing compliance under the Shire's *Erosion and Sediment Local Law 2019.*
There are numerous actions that are outside of the current work program and beyond the current capacity of the Environment/Landcare services team to deliver. The Strategy spans a 10-year period with many key actions scheduled to be implemented in the first 1-4 years, depending on available budget. Most of the actions require additional staff capacity to coordinate and implement works, rather than just operational funds.
Grant funding is an option to pursue to implement some works, however, grants generally only have a small portion of the funding eligible for coordination time. Another option for potential funding is to utilise the Shire's Biodiversity Reserve funds. There is currently $306,194 (as at 31 January 2025) in the Shire's Biodiversity Reserve which could be used to implement specific LBS actions.

SUSTAINABILITY IMPLICATIONS
Environmental, Social, Economic, Contribution to 'Net Zero' Targets

The Shire is undergoing rapid development, and as a key tourist destination, high visitation numbers are placing significant pressure on the natural environment. Our natural environment faces numerous threats, including weed invasion, habitat loss and fragmentation, impacts from a drying climate and feral animals.

The Local Biodiversity Strategy provides a framework for the protection and enhancement of natural areas, working with and supporting the community and partners to respond to the threats to biodiversity values in the Shire. The LBS outlines strategic collaborative management actions involving the community, landholders, cultural custodians and stakeholder groups. Local biodiversity also plays a vital role in supporting recreational activities and tourism, which are key drivers of the region's economy.

ADVOCACY
The LBS details some key advocacy actions the Shire can take to influence, amplify and support partners such as improving the resourcing by State government for the protection and management of the Leeuwin Naturaliste National Park and a stronger approach by State government towards water allocation planning, regulation and compliance considering a drying climate.

RISK ASSESSMENT
The LBS focuses on implementing proactive environmental management and community/stakeholder engagement to protect biodiversity values on both public and private land within the Shire. As detailed in the Financial Implications section of this report, further resourcing is required to deliver the actions currently scheduled in the timeline in the Strategy. If no additional capacity is available, the action timelines will need to be expanded.

The LBS details a comprehensive review and improvement process so that it remains current and fit for purpose, including an annual monitoring and reporting program. Not supporting the adoption of the LBS would result in the actions not being implemented and lost opportunities to work collaboratively with community and partners to protect and enhance our biodiversity values.

OFFICER RECOMMENDATION

That Council:

1. Adopts the Shire's Local Biodiversity Strategy 2025-2035.
2. Notes that the recommended actions in the Strategy will be incorporated into work plans and budgets for all directorates as part of the Long-Term Financial Plan and yearly budget preparation process.
3. Consider utilising a portion of the Shire's Biodiversity Reserve to fund specific actions in the Local Biodiversity Strategy 2025- 2035 to be determined through the yearly budget process.
4. Requires the CEO to provide an annual update on progress with implementation of the actions of the Local Biodiversity Strategy 2025-2035.

11.2.3. RFT 02-25 EXTENSION OF CAPE LEEUWIN SHARED USE TRAIL

Location/Address	Leeuwin Road
Applicant/Landowner	Shire of Augusta Margaret River
File Reference	RES/25141
Report Author	Chris Yates, Manager Waste & Major Projects
Authorising Officer	Nick Logan, Director Sustainable Development and Infrastructure
Authority/Discretion	Executive/Strategic

This report will be published as a late item.

11.2.4. CLIMATE ADAPTATION PLAN - TOWARDS RESILIENCE

Location/Address	Shire of Augusta Margaret River
Applicant/Landowner	Shire of Augusta Margaret River
File Reference	ENV/128
Report Author	Katie Biggs, Sustainability Planning Officer
Authorising Officer	Nick Logan, Director Sustainable Development and Infrastructure
Authority/Discretion	Executive/Strategic

IN BRIEF

- The existing *Climate Action Plan – Part 1 Towards Zero Emissions* (CAP) sets out a range of actions to reduce greenhouse gas emissions.
- The *Climate Adaptation Plan – Towards Resilience* has recently been completed to address the risks posed by the changing climate through a range of adaptation actions.
- This plan has been prepared following consultation with over 40 staff and 100 community members to identify climate risks and potential adaptation actions.
- The first pass risk assessment and adaptation planning process is largely qualitative but is designed to be refined over time to become more quantitative.
- Some changes to wording and the title have been made since the plan was presented to Council in December 2024.
- The *Climate Adaptation Plan – Towards Resilience* is being presented to Council for adoption.

ATTACHMENTS

1. Climate Adaptation Plan - Towards Resilience [**11.2.4.1** - 93 pages]

VOTING REQUIREMENTS
Simple Majority

OFFICER RECOMMENDATION
That Council:

1. Adopts the *Climate Adaptation Plan – Towards Resilience* to address climate risks, mainstream climate adaptation across the organisation and build local resilience.
2. Notes that actions arising from the plan will be incorporated into work plans and budgets for all directorates as part of the Long-Term Financial Plan and yearly budget process.
3. Requires the CEO to provide an annual update on progress against both the *Climate Action Plan* and the *Climate Adaptation Plan*.

LOCATION PLAN
Nil

BACKGROUND
The impacts of climate change are already being felt by communities around the world. With increasing temperatures, longer heatwaves and droughts, sea level rise, and more extreme hazard

events such as bushfires and floods, the need to respond to and manage the impacts of climate change has never been greater.

The Shire of Augusta Margaret River has a long history of climate action and is considered a leader in this area. This started with the Cities for Climate Protection Program in 2007 which was supported by a *Local Energy Action Plan* (LEAP). In 2019, a Climate Action Summit was held in partnership with the local community which resulted in 11 Priority Actions (see Figure 1). Following the summit, the Shire developed the *Climate Action Plan - Part 1 Towards Zero Emissions* to replace the LEAP with a broader range of climate mitigation actions and a target of net zero emissions (corporate and community) by 2030. This was adopted by Council in 2021 following extensive community consultation. Implementation of these actions has resulted in significant reductions in corporate emissions to date as shown in Figure 2.

Figure 1: Priority Actions from the Climate Action Summit

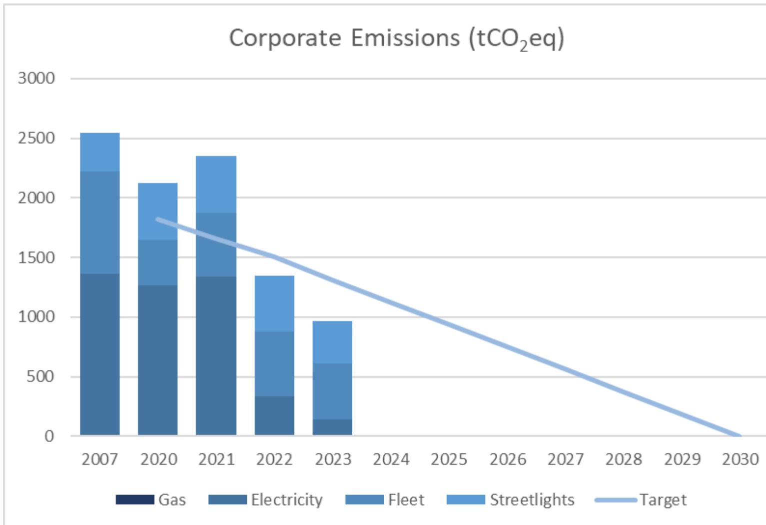

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Figure 2: Annual corporate emissions and target (tCO_2eq)

To complement these mitigation measures the *Climate Adaptation Plan – Towards Resilience* lays out practical actions to help the Shire, community and region adapt to an already changing climate now and into the future. Through these practical, inclusive and economically responsible measures the aim is to minimise vulnerability and build resilience for the Shire, community, and environment such that the Shire can thrive in a changing climate.

Adapting to climate change brings other co-benefits for local government and their communities, such as reducing energy costs for residents and making public spaces cooler and greener. Many adaptation actions also intersect and complement mitigation efforts (Figure 3).

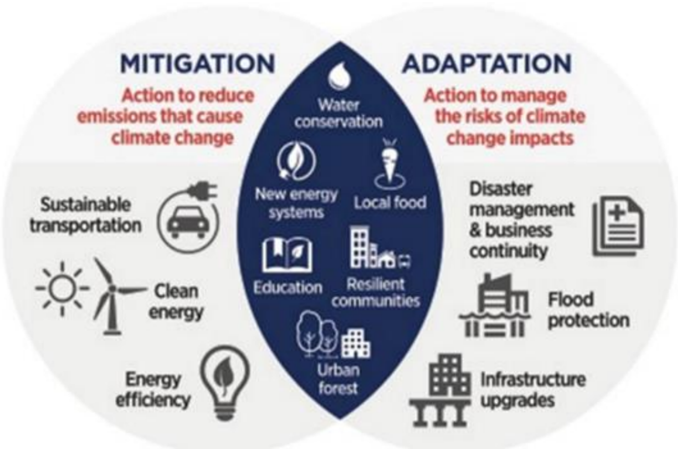


Figure 3: The intersection and complementary roles of climate mitigation and adaptation. Source: AdaptNSW

STATUTORY AND POLICY REQUIREMENTS RELEVANT TO DECISION

Local governments are on the frontline in addressing climate change impacts and have a critical role to play in ensuring that mitigation and adaptation responses are suitably tailored to the specific risks in their area, and that local communities and stakeholders are consulted and involved in these efforts. The *Local Government Act* section 3.1 (1A) requires local governments to plan for risks associated with climate change.

At the same time, it is important to recognise the challenges and limitations faced by local government in implementing climate adaptation solutions. In many cases practical implementation of adaptation solutions are dependent upon policies and measures made by other tiers of government (Commonwealth and State), with efforts to collaborate across all three tiers of government being essential for success in this space.

It is valuable to understand the current climate adaptation policy context in which this Climate Adaptation Plan has been developed and will be implemented. Notably there is significant work currently being undertaken by both the Commonwealth and West Australian Government in climate risk and adaptation including the development of Australia's first National Climate Risk Assessment (first pass assessment completed in 2024) and Adaptation Plan (still in development at the time of publishing this document) and the WA State Government's first Climate Adaptation Strategy (2023).

It is also important to understand the implications of not acting on climate risks with cases increasingly being brought against companies and board members relating to inaction on climate.

As the legal and policy landscape continues to evolve, so too must our Shire's plan to manage these risks and take advantage of new opportunities. The Shire continues to be a leader in climate action and works closely with partners around Australia to stay up to date within this rapidly changing space.

PREVIOUS RESOLUTIONS

28 April 2021

RECOMMENDATION / COUNCIL DECISION

CR CRISTOFFANINI, CR MELDRUM OM2021/66
That Council adopts the Climate Action Plan.

CARRIED 7/0

On 12 December 2024 the Council decided:

PROCEDURAL MOTION / COUNCIL DECISION

CR BINKS, CR MUIR OM2024/178

That the item be deferred until the Ordinary Council Meeting in March 2025 to allow Councillors further opportunity to consider the implications of this item, workshop, and seek further information from staff.

CARRIED 5/2
FOR: CRS BINKS, D'ATH, EARL, KENNAUGH, MUIR
AGAINST: CRS BOLAND AND MELDRUM

STRATEGIC COMMUNITY PLAN 2040
Environment
Outcome EN.3: Collective climate action
Strategy EN.3.1: Facilitate and fund local climate action and understanding across the community, including the monitoring of regional climate predictions, research on impacts and targeted programs for mitigation and adaptation
Strategy EN.3.2: Regulate Shire corporate carbon emissions and advocate for reduction of community emissions including energy, transport and waste, to meet adopted targets.

CONSULTATION AND ADVICE
This Climate Adaptation Plan has been developed through conducting a first pass climate risk assessment, in line with the ISO 31000:2018 Risk Management Guidelines, involving desktop research, engagement with Shire staff, and consultation with community (Figure 4).

The scope and context of the assessment was first established. Desktop research was undertaken to understand the current and projected climate changes in the region; the physical risks or impacts these changes may have on the Shire's operations, services and people; and how they may impact more broadly on the region, including how they intersect with the unique sociocultural contexts and vulnerabilities of our community.

Shire staff were engaged through an all-staff survey and a workshop series which brought together staff from across all Shire Business Units and Directorates. Shire staff engagement was conducted to identify and prioritise key risks of climate change to the Shire and region, to capture adaptation actions already being undertaken by the Shire, as well as identify short, medium and long-term adaptation actions to address the priority risks.

The community was invited to engage with the risk assessment and adaptation planning process through a Your Say survey, a series of three community workshops held across the region, as well as workshops held with Shire Reference Groups. Through this process community members identified and prioritised key risks that the region, community and Shire will be exposed to as a result of climatic changes. Adaptive and resilient actions already being taken in our community were identified and new priority actions determined, as outlined in this Plan.

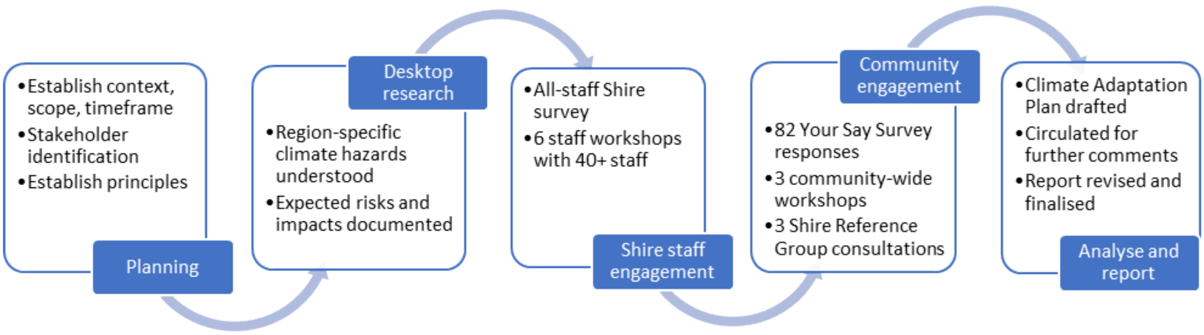


Figure 4: The stages and activities undertaken to develop this plan

Together, over 40 staff and 100 community members identified 5 priority risk areas (domains) and 72 responding actions. Delivering these actions will protect and improve the resilience of our Shire operations and our community to the impacts of climate change over the short, medium and long term.

If Council is of the view that consultation undertaken to date is not sufficient, it would be possible to adopt an alternative motion that would see the plan accepted as a draft for further community consultation. This is not recommended for the following reasons:

- Comprehensive and meaningful consultation has already been undertaken with broad representation from a wide variety of industry groups.
- There is a degree of consultation fatigue amongst the community and further consultation on this plan would coincide with the consultation for the Strategic Community Plan.
- Climate response is likely to be a significant issue in the federal election which could impact locally relevant feedback.
- Running further consultation will divert officer time and budget away from
  - implementing the actions,
  - providing responses to other key tasks in this business area of the Shire including development applications and subdivisions.
  - delivery of other projects of value to the community such as securing grants, setting and communicating development standards and providing information and support across a range of sustainability matters.

In particular the agricultural community representatives from the Lower South West Growers Group (LSWGG) have made several deputations on climate action and attended the Shire Electors Meeting to address the Council on these issues. Further engagement is planned with the LSWGG prior to this Council Meeting, however, this is taking place after the finalisation of this report. Any further feedback relevant to Council's decision will be provided by way of supplementary Council briefing or if necessary, formal addendum to this report.

DISCUSSION / OFFICER COMMENTS

Climate change poses a significant threat to the region's future - environmentally, socially, culturally and economically. As with many parts of the world, the region is already experiencing impacts of a changing climate with average temperatures 1.3°C warmer than a century ago, an increase in heat waves and extreme temperatures, greater bushfire risk, rising sea levels and ocean acidification, and a 20% decline in rainfall since 1950, larger than anywhere else in Australia.

The Australasian chapter of the latest IPCC report, the leading international body for assessing the science related to climate change, explicitly mentions the significant threat climate change poses to the southwest of WA and, in particular, the continuing trend of a rapidly drying climate.

Localised climate modelling from CSIRO and the Bureau of Meteorology indicates that these trends are expected to continue into the future, even with efforts to decarbonise and reduce greenhouse gases, due to the amount of warming already 'locked in' as a result of global emissions to date.

This plan focuses on specific actions the Shire can take and has responsibility for, as well as ways it can play a leading role in assisting the community to deliver its own adaptation actions and build climate resilience.

The most critical and concerning risks and impacts that emerged from the climate risk assessment and consultation process were fire risk, due to more extreme fire weather conditions, and water scarcity, due to a drying, warming climate. More extreme bushfires pose significant threat to community and Shire staff health and safety; to buildings and infrastructure in the region; and to ecosystem health. Increased water scarcity negatively impacts biodiversity and ecosystem health; places increased stress on local industries including viticulture, agriculture and tourism; and impacts many of the Shire's core operations and services. Hotter temperatures and the impact these have on our vulnerable community members also emerged as a significant concern.

This plan prioritises actions that the Shire has direct control over as well as articulating partnership, support and advocacy actions to influence and amplify climate resilience within our community and at other levels of government. While risks and actions are organised across the five key risk domains, and a Shire Directorate assigned to take the lead in the implementation of each action, it is recognised that many risks and actions are interconnected and cross-boundary in nature, requiring systems thinking and collaboration to implement.

Examples of actions under each of the five priority risk areas are:

Emergency management, response and recovery

- Partner with relevant organisations, research institutions and marginalised and vulnerable groups in our community to develop better data, mapping and/or modelling around our community vulnerabilities. e.g.:
  - Map heat vulnerable demographics in our community to better support these groups during heatwaves
  - Map accessibility, mobility and cultural needs in evacuations
  - Conduct scoping study to understand if/ how our community and health services will cope with more extreme weather events and increasing population
  - Review adequacy of current refuges and safe spaces during heat and extreme weather events in the region, and adjust if necessary
- Partner with mental health services to provide support for community members affected by extreme weather events

Shire operations and workforce safety, wellbeing

- HR to work with relevant Business Units to develop and accommodate flexible works schedules and an adaptive, mobile workforce that can account for changes in climate and extreme weather events, including reduced time exposed to elements, and to prepare for changes in workforce mobility
- Leverage existing and future state and federal government programs to fund the priority risk reduction and resilience measures identified in this action plan

Shire infrastructure, assets, planning and services

- Review asset register and build in climate resilience measures into the design and build costs at planning phase of all projects to ensure that infrastructure and buildings are fit for purpose in the context of a changing climate. Identify where relocation of critical infrastructure is necessary
- Develop an Urban Forest Strategy to increase canopy cover shade for our community, cool our public spaces and reduce the urban heat island effect

Natural environment

- Advocate for a scoping study around future water supply in the region to support strategic planning for the Shire. This may include investigating alternative water sources; expanding and improving recycled water availability for public open space, construction and commercial use; planning mechanisms to reduce water demand in new homes
- Improve resilience of Shire bushland reserves and road reserves to a changing climate. e.g.:
  - Succession planting along roadsides and reserve edges
  - Landscape scale revegetation in reserves to improve habitat quality for threatened species
  - Trials of cultural burning practices to investigate their role in protecting biodiversity values
  - Manage introduced and feral species

Our community

- Listen to, work with, and empower Cultural Custodians to help them best protect Country, culture and sacred sites through a changing climate
- Consider community resilience as a stand-alone focus area in the Strategic Community Plan
- Deliver a Community Resilience Program to educate and support homes at high fire-risk areas to implement fire management practices and develop realistic fire evacuation plans

Due to the evolving nature of climate change and climate adaptation it is important to design an iterative and transparent review process for this plan that allows for greater rigour to be built in over time as circumstances change and new information, research and data comes to light.

The key changes to the plan following the deferral from the 12 December 2024 OCM include:

- Simplifying the title of the document from *Climate Action Plan - Part 2: Towards Resilience* to *Climate Adaptation Plan – Towards Resilience.* It is hoped this will make it clear that it relates to climate adaptation.
- Addition of the Climate Risk Report which includes details of the risk assessment and consultation.
- Removed the word transition from the statement relating to existing actions – *Shire grants program supporting regenerative agriculture ~~transition~~ and sustainable wine growing.*
- Changed wording of action 5.13 *Continue providing support for industry and community-led programs for ~~regenerative~~ **building resilience in** agriculture ~~transition~~ and sustainable wine growing initiatives.*

FINANCIAL IMPLICATIONS

Implications, Long Term Financial Plan, Whole of Life Cycle Considerations

Investing early in protective infrastructure, emergency response systems, ecosystem management, and resilient communities, can avoid the larger financial strain of rebuilding after a disaster. Studies show that every dollar spent on prevention and preparation for climate adaptation risks can save between $4 to $11 in recovery costs.

Many of the actions in the plan do not have a direct budget implication but rather address the way the Shire does business. Those that do require a budget allocation will be costed and reviewed in line with the budget planning process to determine their priority and whether they represent reasonable value for ratepayers. The plan includes indicative timeframes for implementation from short term (1-2 years) to long term (beyond 2030).

There is currently a budget allocation of $111,000 in 2024-25 for implementation of the Climate Action Plan plus $10,000 specifically for climate adaptation.

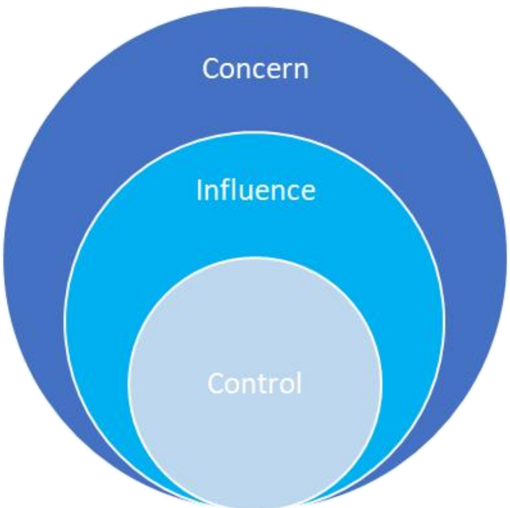
SUSTAINABILITY IMPLICATIONS

Environmental, Social, Economic, Contribution to 'Net Zero' Targets

The Climate Adaptation Plan –Towards Resilience puts the Shire in a proactive position, ready to respond to the local impacts from a changing climate. It also provides a great opportunity to build local resilience which has other co-benefits such as increasing tree canopy in our streets and parks, reducing the cost-of-living pressures, increasing community connections, healthier homes, and a strong local economy for food and supplies.

ADVOCACY

This Plan recognises that many of the structural changes and policy reforms needed to address climate change and adaptation are outside the remit of local governments. Nonetheless, the Plan includes actions the Shire can take to influence, amplify or support others to build resilience and adapt. This is illustrated in Figure 5 below.



Concern The Shire has little control over international expectations and commitments, but we can respond and adapt to changes at this level.

Influence The Shire doesn't directly control community actions or State and Federal government climate policy. However, we can educate, collaborate, support and advocate for change.

Control The Shire can control how we manage our assets and infrastructure our internal policies and how we carry out our statutory responsibilities.

Figure 5: Circles of control, influence and concern framing the approach to climate action planning at the Shire

RISK ASSESSMENT
This Climate Adaptation Plan has been built from conducting a first pass climate risk assessment, in line with the ISO 31000:2018 Risk Management Guidelines. This was largely a qualitative assessment with the intention of quantifying risks over time as more information becomes available. The plan lays out a wide range of actions to address these risks over the short, medium and long term. Details of the risk assessment can be found in Appendix A of the plan.

OFFICER RECOMMENDATION
That Council:

1. Adopts the *Climate Adaptation Plan – Towards Resilience* to address climate risks, mainstream climate adaptation across the organisation and build local resilience.
2. Notes that actions arising from the plan will be incorporated into work plans and budgets for all directorates as part of the Long-Term Financial Plan and yearly budget process.
3. Requires the CEO to provide an annual update on progress against both the *Climate Action Plan* and the *Climate Adaptation Plan*.

11.2.5. LOCAL EMERGENCY MANAGEMENT COMMITTEE MEETING - 11 FEBRUARY 2025

Location/Address	Shire of Augusta Margaret River
Applicant/Landowner	Shire of Augusta Margaret River
File Reference	EMS/3
Report Author	Lisa Garstone, Emergency Services Administration Officer
Authorising Officer	Nick Logan, Director Sustainable Development and Infrastructure
Authority/Discretion	Executive/Strategic

IN BRIEF
- On 11 February 2025, the Local Emergency Management Committee (LEMC) held its first meeting of the year.
- Attending agencies provided their quarterly reports.
- St John WA nominated a new LEMC Delegate and Proxy.
- The LEMC discussed the proposal for Telstra to be included in the LEMC Membership.

ATTACHMENTS
1. ATTACHMENT 1 LEMC 11 February 2025 Meeting Minutes [**11.2.5.1** - 29 pages]

VOTING REQUIREMENTS
Absolute Majority

OFFICER RECOMMENDATION
That Council:
1. Receives the unconfirmed minutes of the Local Emergency Management Committee meeting held 11 February 2025 (Attachment 1).
2. Appoints the following nominees from St John WA to the Local Emergency Management Committee Delegate and Proxy positions:
   a. Delegate – Operations Lead; and
   b. Proxy – Acting Operations Lead or Nominated Authorised Representative.

LOCATION PLAN
Nil

BACKGROUND
The LEMC meetings are held quarterly on the second Tuesday of the month.

STATUTORY AND POLICY REQUIREMENTS RELEVANT TO DECISION
Section 36(a) *Emergency Management Act 2005*
Section 38(1) *Emergency Management Act 2005*
Sections 41, 42 & 43 *Emergency Management Act 2005*

PREVIOUS RESOLUTIONS
Nil

STRATEGIC COMMUNITY PLAN 2040
People
Outcome PE.4: Safe and resilient communities

Strategy PE.4.1: Provide, regulate and facilitate local community safety initiatives and animal management
Strategy PE.4.2: Provide, regulate, facilitate and advocate for a just and inclusive local emergency preparedness and response across all hazards
Strategy PE.4.3: Advocate for and fund community programs which address the social, cultural and economic impacts of climate change on the community, including support for emergency service positions in the Shire

CONSULTATION AND ADVICE
External Consultation
LEMC delegates

Internal Consultation
Director Sustainable Development and Infrastructure Services
Acting Manager Community Development and Resilience
Community Emergency Services Manager
Ranger Services

DISCUSSION / OFFICER COMMENTS
Nomination of New St John WA LEMC Delegate and Proxy
St John WA has recently undergone a regional management restructure, which leaves their Southern Forest district crossing over five local government areas.

Dane Hendry and Leisa Tocknell are undertaking the role of Operations Lead for the Southern Forest District and as such, have requested that this role replace the current LEMC membership for St John WA, being the Community Paramedic and Station Manager.

As LEMC Delegates and Proxys are Council endorsed positions, this nomination has been endorsed by the LEMC and Council are now asked to appoint the new members to the Committee.

Additional LEMC Membership – Telstra
DFES District Emergency Management Advisor (DEMA) SW, Erin Hutchins, informed the meeting that many LGs across the region have been raising concerns about connectivity issues, affecting, in particular, emergency response. Also noted by LGs is the lack of attendance or representation at LEMCs by Telstra.

Ms Hutchins stated that after being contacted about the matter of representation at each of the 12 LG LEMCs, Telstra advised that they would not be able to provide a representative per region, but that LGs would be provided with a generic email address to the WA Team who would then allocate a representative to attend the meeting. Further limitations of representation included the inability to attend in person, with attendance being predominantly via online means.

The group discussed the question posed by Ms Hutchins, being; Is the LEMC willing to accept Telstra as a member, and if so, how we can incorporate them, taking into consideration their limitations?

Water Corporation's Operations Manager Leeuwin, Josh Jackson, added that as Telstra is a private corporation, if added as a member, they would be the only private corporation to sit on the LEMC.

Ms Meldrum stated that the Government has a role in providing communities with telecommunication services, so she would enquire with WALGA as to who governs Telstra and the other communication agencies. She suggested the conversation be taken to the next WALGA Zone meeting in late February, with a report on is progress to be brought back to the next LEMC meeting in May.

FINANCIAL IMPLICATIONS
Implications, Long Term Financial Plan, Whole of Life Cycle Considerations
Nil

SUSTAINABILITY IMPLICATIONS
Environmental, Social, Economic, Contribution to 'Net Zero' Targets

Environmental
Preparedness, timing, response and support to local emergencies will reduce any impact on the environment from an emergency situation.

Social
An effective LEMC will assist the community in the response and recovery phases of an emergency.

Economic
An effective LEMC has the potential to reduce the likelihood and consequence of an emergency impacting on economic wellbeing of the local community.

ADVOCACY
Nil

RISK ASSESSMENT
Nil

OFFICER RECOMMENDATION
That Council:
1. Receives the unconfirmed minutes of the Local Emergency Management Committee meeting held 11 February 2025 (Attachment 1).
2. Appoints the following nominees from St John WA to the LEMC Delegate and Proxy positions:
    a. Delegate – Operations Lead; and
    b. Proxy – Acting Operations Lead or Nominated Authorised Representative.

11.3
Corporate and Customer Services

11.3.1. MINUTES OF THE AUDIT AND RISK MANAGEMENT COMMITTEE - 28 FEBRUARY 2025

Location/Address	Shire of Augusta Margaret River
Applicant/Landowner	N/A
File Reference	COR/57
Report Author	Claire Schiller, Senior Governance and Risk Officer
Authorising Officer	Melanie Stevens, Director Corporate and Customer Services
Authority/Discretion	Legislative

IN BRIEF
The Audit and Risk Management Committee (ARMC) meeting of 26 February 2025 considered the Compliance Audit Return (CAR) 2024.

ATTACHMENTS
1. ARMC 26 02 2025 Minutes and Attachments [**11.3.1.1** - 22 pages]

VOTING REQUIREMENTS
Simple Majority

RECOMMENDATION
That Council:
1. Receives the unconfirmed minutes of the Audit and Risk Management Committee meeting held on 28 February 2025;
2. Adopts the 2024 Compliance Audit Return for the Shire of Augusta Margaret River; and
3. Authorises the Shire President and CEO to certify a copy of the Compliance Audit Return, as prescribed in r. 15(2) *LG (Audit) Regulation 1996* and forward that copy together with the relevant Ordinary Council Meeting minutes to the CEO of Department of Local Government, Sport and Cultural Industries prior to 31 March 2025.

LOCATION PLAN
Nil

BACKGROUND
Council's ARMC comprises four members of Council and operates in accordance with the ARMC's Instrument of Appointment and Delegation. The ARMC is required to discharge the legislative obligations outlined in the *Local Government Act 1995* and the *Local Government (Audit) Regulations 1996.*

STATUTORY ENVIRONMENT / LEGAL IMPLICATIONS
Regulation 16 of the *Local Government (Audit) Regulations 1996* states that

> *"An audit committee has the following functions —*
> *(a) to guide and assist the local government in carrying out —*
> *(i) its functions under Part 6 of the Act;*
> *(ii) its functions relating to other audits and other matters relating to financial management;*
> *(b) to guide and assist the local government in carrying out the local government's functions in relation to audits conducted under Part 7 of the Act;*
> *(c) to review a report given to it by the CEO under regulation 17(3) (the CEO's report) and is to —*

(i) report to the council the results of that review; and
(ii) give a copy of the CEO's report to the council.
(d) to monitor and advise the CEO when the CEO is ca 0rrying out functions in relation to a review under –
(i) regulation 17(1); and
(ii) the Local Government (Financial Management) Regulations 1996 regulation 5(2)(c);
(e) to support the auditor of the local government to conduct an audit and carry out the auditor's other duties under the Act in respect of the local government;
(f) to oversee the implementation of any action that the local government –
(i) is required to take by section 7.12A(3); and
(ii) has stated it has taken or intends to take in a report prepared under section 7.12A(4)(a); and
(iii) has accepted should be taken following receipt of a report of a review conducted under regulation 17(1); and
(iv) has accepted should be taken following receipt of a report of a review conducted under the Local Government (Financial Management) Regulations 1996 regulation 5(2)(c)
(g) to perform any other functions conferred on the audit committee by these regulations or another written law."

Regulation 14 of the *Local Government (Audit) Regulations 1996* states that:

14. Compliance audits by local governments
(1) A local government is to carry out a compliance audit for the period 1 January to 31 December in each year.
(2) After carrying out a compliance audit the local government is to prepare a compliance audit return in a form approved by the Minister.
(3A) The local government's audit committee is to review the compliance audit return and is to report to the council the results of that review.
(3) After the audit committee has reported to the council under subregulation (3A), the compliance audit return is to be —
(a) presented to the council at a meeting of the council; and
(b) adopted by the council; and
(c) recorded in the minutes of the meeting at which it is adopted.

COMMUNITY STRATEGIC PLAN 2040
Performance
Outcome PF.1: Responsible planning and ownership of outcomes
Strategy PF.1.2: Regulate and provide support to ensure Councillors and employees deliver integrity and transparency in their behaviour, decision making and in compliance with codes of conduct

CONSULTATION AND ADVICE
Nil

DISCUSSION / OFFICER COMMENTS
Compliance Audit Return 2024
The ARMC accepted and recommended that Council adopt the 2024 CAR.

The 2024 CAR has been completed for the period of 1 January 2024 to 31 December 2024. The ARMC is to consider the 2024 CAR and report the results of their review to the Council.

The 2024 CAR consists of a total of 85 compulsory questions and 9 optional questions, divided into 11 categories, covering various aspects of the Shire's functions and services. These categories include:

1. Commercial Enterprises by Local Governments
2. Delegation of Power/Duty
3. Disclosure of Interest

4. Disposal of Property
5. Elections
6. Finance
7. Integrated Planning and Reporting
8. Local Government Employees
9. Official Conduct
10. Optional Questions
11. Tenders for Providing Goods and Services

From a total of 94 questions, the responses provided by the Chief Executive Officer, Directors and other relevant officers indicate that compliance has been achieved in all areas with the exception of two optional questions (outlined below).

Optional Questions:
Question 3: Where a disclosure was made under sections 5.87A or 5.87B of *the Local Government Act 1995,* were the disclosures made within 10 days after receipt of the gift? Did the disclosure include the information required by section 5.87C of the Act?

Comment
One disclosure was not received within 10 days of receipt of gift. The gift was received on 17 April 2024 and disclosed on 14 June 2024. The gift was prohibited under LG Admin Reg r19AA and subsequently disposed of as per Shire procedure.

Remedial Action:
- Refresher training to be provided to officers regarding acceptance and disclosures of gifts.

Question 5: 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*?

Comments:
The Shire's register on 'fees, expenses and allowances paid to each council member' was not published on the website before 14 July 2024. Due to a change in custodian, this was temporarily non-compliant in that the register was not published until 16 October 2024.

Remedial Action:
- The register was published on 16 October 2024.
- A legislative compliance calendar entry was created and an officer assigned to mitigate any future non-compliance

It should be noted that there are 45 'types of documents' that are legislatively required to be published on the Shire's website, with each type consisting of multiple documents. For example, one type of document required to be published on the Shire's website is 'an up-to-date version of each policy of the local government' (regulation 29C(2)(c)). There are 75 policy documents which are required to be published under this one type of document.

FINANCIAL IMPLICATIONS
Implications, Long Term Financial Plan, Whole of Life Cycle Considerations
Nil

SUSTAINABILITY IMPLICATIONS
Environmental, Social, Economic, Contribution to 'Net Zero' Targets
Nil

ADVOCACY
Nil

RISK ASSESSMENT
Nil

OFFICER RECOMMENDATION

That Council:

1. Receives the unconfirmed minutes of the Audit and Risk Management Committee meeting held on 26 February 2025;
2. Adopts the 2024 Compliance Audit Return for the Shire of Augusta Margaret River; and
3. Authorises the Shire President and CEO to certify a copy of the Compliance Audit Return, as prescribed in r. 15(2) *LG (Audit) Regulation 1996* and forward that copy together with the relevant Ordinary Council Meeting minutes to the CEO of Department of Local Government, Sport and Cultural Industries prior to 31 March 2025.

11.3.2. FRAUD AND CORRUPTION CONTROL POLICY

Location/Address	Shire Augusta Margaret River
Applicant/Landowner	N/A
File Reference	GOV/51
Report Author	Claire Schiller, Senior Governance and Risk Officer
Authorising Officer	Melanie Stevens, Director Corporate and Customer Services
Authority/Discretion	Legislative

IN BRIEF

- Determining the local government's policies is one of four main roles for Council under section 2.7 *Local Government Act 1995* (LG Act).
- The Shire Augusta Margaret River (Shire) continually reviews its policies to identify weaknesses, improve controls and increase risk awareness.
- The proposed Fraud and Corruption Control Policy (Policy) has been developed to document the Shire's approach to controlling fraud and corruption.

ATTACHMENTS

1. COUNCIL Fraud & Corruption Control Policy [**11.3.2.1** - 9 pages]
2. Integrity Framework [**11.3.2.2** - 20 pages]

VOTING REQUIREMENTS
Simple Majority

OFFICER RECOMMENDATION
That Council adopts the Shire of Augusta Margaret River Fraud and Corruption Control Policy (Attachment 1).

LOCATION PLAN
Nil

BACKGROUND
The 2023-24 Office of the Auditor General (OAG) Interim Audit recommended the Shire develop a Fraud and Corruption Control Policy to reduce the risk of financial losses, legal repercussions and damage to the Shire's reputation as a result of fraudulent activities and corrupt practices. As such, it was recommended that the Shire develop a comprehensive Policy. The OAG noted that the Shire was already in process of developing an Integrity Framework and Fraud and Corruption Control Policy.

In January 2025 the Executive Leadership Team (ELT) endorsed the Shire's Integrity Framework (Attachment 2) which brings together the instruments, processes and structures within the Shire that foster integrity and help to prevent corruption and misconduct from taking place.

The Integrity framework guides the proposed policy which addresses the prevention, detection, and management of fraud and corruption within the Shire, ensuring accountability, integrity, and the safeguarding of public assets and trust.

STATUTORY AND POLICY REQUIREMENTS RELEVANT TO DECISION

Fraud risk management comes under regulation 5 of the *Local Government Financial Management Regulations* — 'CEO's duties as to financial management'. Failure to effectively apply the requirements of regulation 5 can result in significant financial loss, inefficiency, financial misreporting or fraud.

There is no legislative requirement for the Shire to implement a policy related to fraud and corruption however it is recognised that such a policy will outline how the Shire will manage instances of fraud or corruption. In addition, OAG Interim Audit findings have recommended the Shire develop such a policy. The proposed Policy has been developed in line with various standards and guidelines including Australian Standard 8001-2008 Fraud and Corruption Control.

Australian Standard AS/ISO 8001:2021
Integrity Framework
Risk Management Framework

PREVIOUS RESOLUTIONS
Nil

STRATEGIC COMMUNITY PLAN 2040
Performance
Outcome PF.1: Responsible planning and ownership of outcomes
Strategy PF.1.2: Regulate and provide support to ensure Councillors and employees deliver integrity and transparency in their behaviour, decision making and in compliance with codes of conduct

CONSULTATION AND ADVICE
The following resources were used to develop the proposed Policy:
- Public Sector Commission materials, templates and guidelines on 'conduct and integrity'
- West Australian Auditor General's Report – Fraud Prevention in local government
- Department Local Government, Sport and Cultural Industries (DLGSC) - Guide to managing fraud and corruption

Internal stakeholders:
- ELT
- People, Culture and Safety Business Unit
- Legal and Governance Business Unit
- Finance Business Unit
- ICT Business Unit

DISCUSSION / OFFICER COMMENTS
The Shire operates a coordinated approach to the managing of fraud and corruption risks through the:

- Integrity Framework
  Whilst an Integrity Framework is not mandatory for a WA local government, the PSC encourages all public authorities to implement a comprehensive, well-coordinated framework which demonstrates a strategic and proactive approach to promoting integrity and preventing misconduct and corruption; and

- Risk Management Framework
  Fraud and corruption control forms part of Shire's risk management framework. It is a risk that the Shire actively seeks to identify and limit its exposure to, by reducing the potential risk likelihood for fraud and corruption to occur.

The proposed Fraud and Corruption Control Policy is a key attribute of the above frameworks and contains various strategies to prevent, detect and respond to such behaviour.

The Shire's organisational structure provides clearly defined responsibilities and appropriate segregation of duties and controls within systems, particularly financial and procurement, that inhibits opportunities for fraud to occur. The structure also includes an independent audit function and a proactive Audit and Risk Management Committee which receives reports from the Chief Executive Officer on internal control, legislative compliance and risk management.

The Shire's processes and protocols are subject to regular review and the Shire continues to review all of the attributes within the Integrity and Risk Frameworks and make improvements where necessary, including the development of the proposed Fraud and Corruption Control Policy which was identified as a gap in the current control framework.

FINANCIAL IMPLICATIONS
Implications, Long Term Financial Plan, Whole of Life Cycle Considerations
Prevention of significant financial losses associated with fraudulent activities.

SUSTAINABILITY IMPLICATIONS
Environmental, Social, Economic, Contribution to 'Net Zero' Targets
Nil

ADVOCACY
Nil

RISK ASSESSMENT
Not adopting the proposed Fraud and Corruption Control Policy increases the risk of failure to effectively apply the requirements of regulation 5 can result in significant financial loss, inefficiency, financial misreporting or fraud.

OFFICER RECOMMENDATION
That Council adopts the Shire of Augusta Margaret River Fraud and Corruption Control Policy (Attachment 1).

11.3.3. LIST OF PAYMENTS FOR FEBRUARY 2025

Location/Address	Shire of Augusta Margaret River
Applicant/Landowner	Shire of Augusta Margaret River
File Reference	FIN/42
Report Author	Emma O'Brien, Finance Officer - Accounts Payable
Authorising Officer	Melanie Stevens, Director Corporate and Customer Services
Authority/Discretion	Legislative

IN BRIEF
It is a requirement of the *Local Government (Financial Management) Regulations 1996* that payments made under delegated authority by the CEO are reported to Council on a monthly basis showing details of each account paid since the last such list was prepared.

ATTACHMENTS
1. List of Payments FEBRUARY 2025 [**11.3.3.1** - 16 pages]

VOTING REQUIREMENTS
Simple Majority

OFFICER RECOMMENDATION
That Council notes the February 2025 List of Payments for $3,963,331.09 as certified correct by the Chief Executive Officer.

LOCATION PLAN
Nil

BACKGROUND
Where Council has delegated authority to the CEO to make payments from the Shire's bank accounts then under regulation 13(1) of the *Local Government (Financial Management) Regulations 1996* a list of such payments is to be prepared each month for noting by Council. The list of payments for February 2025 was prepared on 5th March 2025.

STATUTORY AND POLICY REQUIREMENTS RELEVANT TO DECISION
Local Government Act 1995, s 6.10
Local Government (Financial Management) Regulations 1996 r.13

PREVIOUS RESOLUTIONS
Nil

STRATEGIC COMMUNITY PLAN 2040
Performance
Outcome PF.1: Responsible planning and ownership of outcomes
Strategy PF.1.4: Regulate and provide information and community communication in accordance with statutory requirements and to best support decision making

CONSULTATION AND ADVICE
Nil

DISCUSSION / OFFICER COMMENTS
Table 1 below provides a summary of the payments made and Table 2 makes comparison between payments for the 2023-24 and 2024-25 financial years.

The List of Payments attachment provides further details as required under Regulation 13(1). These details are as follows:

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

In order to improve operational efficiency and reduce costs, the Shire's Finance team continually liaise with creditors paid by cheque to encourage them to switch to EFT.

TABLE 1 – SUMMARY OF PAYMENTS MADE IN THE MONTH FEBRUARY 2025

MODE OF PAYMENT	CHEQUE / EFT NUMBERS	AMOUNT
Cheques		**$ 0.00**
EFT	**102579 - 102995**	**$ 2,397,923.05**
Direct Debits		**$ 1,565,408.04**
TOTAL		**$ 3,963,331.09**

TABLE 2 – COMPARISON WITH PRIOR YEAR OF PAYMENTS

MONTH	CHEQUES	EFT/DD	TOTAL PMTS	CUMULATIVE	CHEQUES	EFT/DD	TOTAL PMTS	CUMULATIVE
	2023-24	2023-24	2023-24	PAYMENTS	2024-25	2024-25	2024-25	PAYMENTS
JULY	Nil	$4,098,544.09	$4,098,544.09	$4,098,544.09	Nil	$5,524,178.15	**$ 5,524,178.15**	**$5,524,178.15**
AUGUST	Nil	$4,427,467.43	$4,427,467.43	$8,526,011.52	Nil	$2,154,102.51	**$2,154,102.51**	**$7,678,280.66**
SEPTEMBER	Nil	$10,755,961.26	$ 10,755,961.26	$19,281,972.78	Nil	$3,861,331.53	**$3,861,331.53**	**$11,539,612.19**
OCTOBER	Nil	$4,383,695.81	$4,383,695.81	$23,665,668.59	Nil	$17,330,030.90	**$17,330,030.90**	**$28,869,643.09**
NOVEMBER	Nil	$10,556,595.38	$ 10,556,595.38	$34,222,263.97	$486.00	$4,298,085.40	**$4,298,571.40**	**$33,168,214.49**
DECEMBER	Nil	$7,556,187.37	$7,556,187.37	$41,778,451.34	Nil	$4,552,994.70	**$4,552,994.70**	**$37,721,209.19**
JANUARY	$555.05	$3,942,113.12	$3,942,668.17	$45,721,119.51	Nil	$4,171,551.29	**$4,171,551.29**	**$41,892,760.48**
FEBRUARY	Nil	$5,130,172.64	$5,130,172.64	$50,851,292.15	Nil	$3,963,331.09	**$3,963,331.09**	**$45,856,091.57**
MARCH	Nil	$5,375,241.46	$5,375,241.46	$56,226,533.61				
APRIL	Nil	$4,407,332.18	$4,407,332.18	$60,633,865.79				
MAY	Nil	$6,229,564.60	$6,229,564.60	$66,863,430.39				
JUNE	$39,386.05	$4,756,441.48	$4,795,827.53	$71,659,257.92				
Total	**$39,941.10**	**$71,619,316.82**	$71,659,257.92		**$ 486.00**	**$ 45,855,605.57**	**$45,856,091.57**	

FINANCIAL IMPLICATIONS
Implications, Long Term Financial Plan, Whole of Life Cycle Considerations
Nil

SUSTAINABILITY IMPLICATIONS
Environmental, Social, Economic, Contribution to 'Net Zero' Targets
Nil

ADVOCACY
Nil

RISK ASSESSMENT
Nil

OFFICER RECOMMENDATION
That Council notes the February 2025 List of Payments for $3,963,331.09 as certified correct by the Chief Executive Officer.

11.3.4. FINANCIAL ACTIVITY STATEMENT FOR JANUARY 2025

Location/Address	Shire of Augusta Margaret River
Applicant/Landowner	Shire of Augusta Margaret River
File Reference	FIN/14
Report Author	Angela Hickman, Finance Coordinator
Authorising Officer	Melanie Stevens, Director Corporate and Customer Services
Authority/Discretion	Legislative

IN BRIEF

- The monthly financial activity statement report is a standard financial reporting item prepared in accordance with the provisions of the *Local Government Act 1995* and regulation 34 of the *Local Government (Financial Management) Regulations 1996* (FM Regs).
- Council is to consider the financial results for the period ending 31 January 2025.

ATTACHMENTS

1. Capital Works Budget - January 2025 [**11.3.4.1** - 6 pages]
2. Monthly Business Unit Budgets - January 2025 [**11.3.4.2** - 41 pages]
3. Monthly Financial Report - January 2025 [**11.3.4.3** - 23 pages]

VOTING REQUIREMENTS

Simple Majority

OFFICER RECOMMENDATION

That Council receives the Monthly Financial Report for January 2025 in accordance with section 6.4 of the *Local Government Act 1995* and regulations 34 and 35 of the *Local Government (Financial Management) Regulations 1996.*

LOCATION PLAN

Nil

BACKGROUND

The Shire is required to prepare a monthly Statement of Financial Activity, reporting on the sources and applications of funds as set out in the annual budget for that month with the following details:

1. annual budget estimates;
2. budget estimates to the end of the month to which the statement relates;
3. actual amounts of expenditure, revenue and income to the end of the month to which the statement relates;
4. material variances between the comparable amounts referred to in (b) and (c); and
5. net current assets at the end of the month to which the statement relates.

In addition, the Shire is required to prepare a monthly Statement of Financial Position, showing the financial position as at:

1. The last day of the previous month; and
2. The last day of the previous financial year.

Under Regulation 34(5) of the FM Regs Council are to adopt a material variance threshold every year. At the Ordinary Meeting of Council on 24 July 2024 (OM2024/114) Council adopted a monthly variance for reporting of material variances, where financial activity is greater than 10% and $10,000.

STATUTORY AND POLICY REQUIREMENTS RELEVANT TO DECISION
Regulation 34 of the FM Regs requires a local government to prepare each month a Statement of Financial Activity reporting on the sources and applications of funds, as set out in the annual budget under Regulation 22(1) (d) of the FM Regs.

Regulation 35 of the FM Regulations was introduced from 1 July 2023, requiring the monthly financial report to include a Statement of Financial Position showing the financial position of the local government as at the last day of the previous month, and of the previous financial year.

PREVIOUS RESOLUTIONS
Nil

STRATEGIC COMMUNITY PLAN 2040
Performance
Outcome PF.1: Responsible planning and ownership of outcomes
Strategy PF.1.1: Regulate and provide support to attract and develop diverse Councillors that lead and deliver on the community's vision for the future
Strategy PF.1.4: Regulate and provide information and community communication in accordance with statutory requirements and to best support decision making

CONSULTATION AND ADVICE
Business unit managers were provided the draft monthly financial reports for their business units and have provided their comments on variances greater than 10% and $10,000.

DISCUSSION / OFFICER COMMENTS
The commentary contained in the body of this report is in line with *Financial Management Regulations* r 34(2)(b) that requires commentary on material variances to the Statement of Financial Activity at the nature/type level.

The Statement of Financial Activity shows an opening position on 1 July 2024 of $1.219 million compared against a budgeted position of $1.219 million.

Actual operating revenue year to date is $41.539 million, which is in line with budget.

Actual operating expenditure year to date is $29.786 million, being 1.97% or $0.599 million less than budget.

Actual employee expenses for the year to date are $11.592 million, being $0.667 million or 5.44% lower than budget. This is mainly due to vacant positions. Recruitment is underway for a number of positions to address the vacancies.

It should be noted that recruitment continues to be a challenge for the Shire, as for many organisations, with unemployment rates in Western Australia being at low levels and local accommodation options being in short supply, which contributed to the underspend position. The below table gives a breakdown of the Shire's performance on employee expenses to 31 January 2025.

Category	Adopted Budget ($ millions)	YTD Budget ($ millions)	YTD Actual ($ milliions)	YTD Variance ($ millions)
Salaries & Wages	$ 16.321	$ 9.360	$ 8.796	$ 0.564
Employee provisions	$ 1.768	$ 1.020	$ 1.032	$ (0.011)
Superannuation	$ 2.392	$ 1.380	$ 1.304	$ 0.076
Workers compensation	$ 0.236	$ 0.236	$ 0.192	$ 0.044
Fringe benefits tax	$ 0.021	$ 0.011	$ 0.012	$ (0.002)
Professional memberships	$ -	$ -	$ 0.002	$ (0.002)
Recruitment	$ -	$ -	$ 0.056	$ (0.056)
Training, education & conferences	$ 0.383	$ 0.201	$ 0.155	$ 0.046
Uniforms & protective clothing	$ 0.087	$ 0.052	$ 0.043	$ 0.009
Total	**$ 21.208**	**$ 12.259**	**$ 11.592**	**$ 0.667**

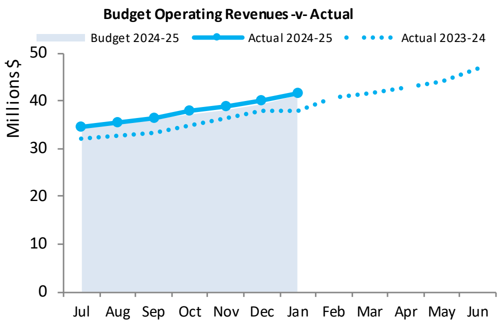
$1.831 million has been recognised in relation to capital grants, subsidies and contributions to 31 January 2025, compared against a budget of $1.921 million for the period.

$4.046 million of capital expenditure has been incurred year to date, which is $2.025 million less than budgeted. The major contributor to this underspend is the profiling of capital expenditure rather than deferral or adjustment of capital projects. Capital spend is expected to ramp up over the coming months, with a number of high-value capital jobs currently either underway or going through procurement.

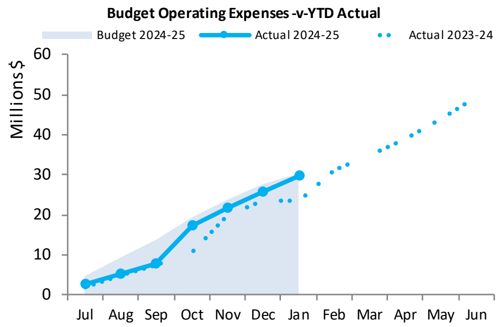
Financial performance against budget is shown in the following charts:

OPERATING ACTIVITIES

OPERATING REVENUE

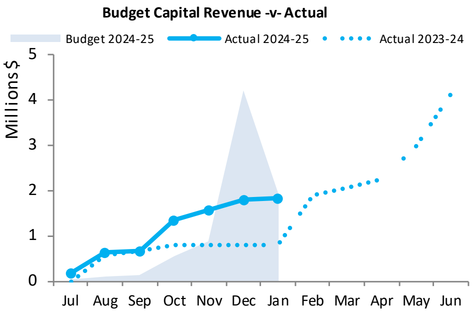


OPERATING EXPENSES

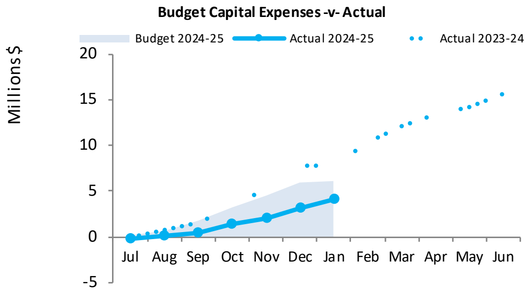


INVESTING ACTIVITIES

CAPITAL REVENUE



CAPITAL EXPENSES



Following is the Statement of Financial Activity for the period ending 31 January 2025

AUGUSTA MARGARET RIVER SHIRE
STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 JANUARY 2025

	Supplementary Information	Budget Estimates (a)	YTD Budget Estimates (b)	YTD Actual (c)	Variance* $ (c) - (b)	Variance* % ((c) - (b))/(b)	Var.
		$	$	$	$	%	
OPERATING ACTIVITIES							
Revenue from operating activities							
General rates	10	29,019,799	28,869,799	**28,790,221**	(79,578)	(0.28%)	▼
Grants, subsidies and contributions	14	1,338,017	628,886	**509,344**	(119,542)	(19.01%)	▼
Fees and charges		13,574,523	10,490,918	**10,781,864**	290,946	2.77%	▲
Interest revenue		1,776,000	1,197,000	**1,409,280**	212,280	17.73%	▲
Other revenue		61,500	60,600	**44,947**	(15,653)	(25.83%)	▼
Profit on asset disposals	6	40,467	0	**3,663**	3,663	0.00%	
		45,810,307	**41,247,203**	**41,539,319**	292,116	0.71%	
Expenditure from operating activities							
Employee costs		(21,208,284)	(12,259,336)	**(11,592,461)**	666,875	5.44%	▲
Materials and contracts		(12,700,433)	(6,917,182)	**(6,763,027)**	154,155	2.23%	▲
Utility charges		(1,298,332)	(652,877)	**(624,313)**	28,564	4.38%	▲
Depreciation		(14,816,498)	(8,738,362)	**(9,036,459)**	(298,097)	(3.41%)	▼
Finance costs		(605,012)	(252,398)	**(250,914)**	1,484	0.59%	
Insurance		(905,553)	(904,425)	**(907,705)**	(3,280)	(0.36%)	
Other expenditure		(1,464,461)	(639,607)	**(589,825)**	49,782	7.78%	▲
Loss on asset disposals	6	(168,034)	(21,000)	**(21,084)**	(84)	(0.40%)	
		(53,166,607)	**(30,385,187)**	**(29,785,788)**	599,399	1.97%	
Non-cash amounts excluded from operating activities	Note 2(b)	14,944,065	8,759,362	**9,053,880**	294,518	3.36%	▲
Amount attributable to operating activities		**7,587,765**	**19,621,378**	**20,807,411**	1,186,033	6.04%	
INVESTING ACTIVITIES							
Inflows from investing activities							
Proceeds from capital grants, subsidies and contributions	15	8,464,258	1,921,462	**1,830,956**	(90,506)	(4.71%)	▼
Proceeds from disposal of assets	6	589,175	0	**75,178**	75,178	0.00%	▲
Proceeds from financial assets at amortised cost - self supporting loans		23,305	6,500	**6,500**	0	0.00%	
		9,076,738	**1,927,962**	**1,912,634**	(15,328)	(0.80%)	
Outflows from investing activities							
Payments for financial assets at amortised cost - self supporting loans		0	(27,000)	**0**	27,000	100.00%	▲
Payments for property, plant and equipment	5	(6,727,566)	(1,793,176)	**(1,482,018)**	311,158	17.35%	▲
Payments for construction of infrastructure	5	(11,820,189)	(4,250,910)	**(2,563,870)**	1,687,040	39.69%	▲
		(18,547,755)	**(6,071,086)**	**(4,045,888)**	2,025,198	33.36%	
Amount attributable to investing activities		**(9,471,019)**	**(4,143,124)**	**(2,133,254)**	2,009,870	48.51%	
FINANCING ACTIVITIES							
Inflows from financing activities							
Transfer from reserves	4	7,839,124	0	**0**	0	0.00%	
		7,839,124	**0**	**0**	0	0.00%	
Outflows from financing activities							
Repayment of borrowings	11	(1,140,482)	(661,027)	**(661,670)**	(643)	(0.10%)	
Payments for principal portion of lease liabilities	12	(95,120)	(55,401)	**(55,659)**	(258)	(0.47%)	
Transfer to reserves	4	(5,939,388)	(665,000)	**(836,957)**	(171,957)	(25.86%)	▼
		(7,174,990)	**(1,381,428)**	**(1,554,286)**	(172,858)	(12.51%)	
Amount attributable to financing activities		**664,134**	**(1,381,428)**	**(1,554,286)**	(172,858)	(12.51%)	
MOVEMENT IN SURPLUS OR DEFICIT							
Surplus or deficit at the start of the financial year		1,219,106	1,219,106	**1,219,106**	0	0.00%	
Amount attributable to operating activities		7,587,765	19,621,378	**20,807,411**	1,186,033	6.04%	▲
Amount attributable to investing activities		(9,471,019)	(4,143,124)	**(2,133,254)**	2,009,870	48.51%	▲
Amount attributable to financing activities		664,134	(1,381,428)	**(1,554,286)**	(172,858)	(12.51%)	▼
Surplus or deficit after imposition of general rates		0	**15,315,932**	**18,338,978**	3,023,046	19.74%	▲

KEY INFORMATION

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

* Refer to Note 3 for an explanation of the reasons for the variance.

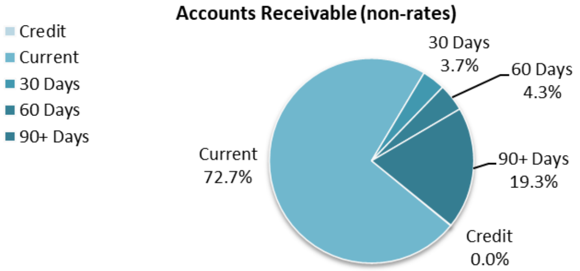
This statement is to be read in conjunction with the accompanying Financial Statements and Notes.

Outstanding Debtors
The following charts compare the outstanding balance of rates and services and the outstanding balance of rates and services in arrears for the current and previous years.

AUGUSTA MARGARET RIVER SHIRE
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 31 JANUARY 2025

7 RECEIVABLES

Rates & Services Receivable	30 June 2024	31 Jan 2025
	$	$
Opening arrears previous years	748,587	1,537,525
Levied this year	32,218,252	34,126,100
Less - collections to date	(31,429,314)	(28,550,047)
Gross rates collectable	**1,537,525**	**7,113,578**
Allowance for impairment of rates receivable	(72,996)	(72,996)
Net rates collectable	**1,464,529**	**7,040,582**
% Collected	95.3%	80.1%



The largest portion of the debt outstanding for more than 90 days relates to a fine billed but not yet paid in full. This debt is being paid off in instalments over time.

Investments
At 31 January 2025 the Shire's cash on hand, deposits and investments totaled $47.175 million including term deposits of $35.500 million.

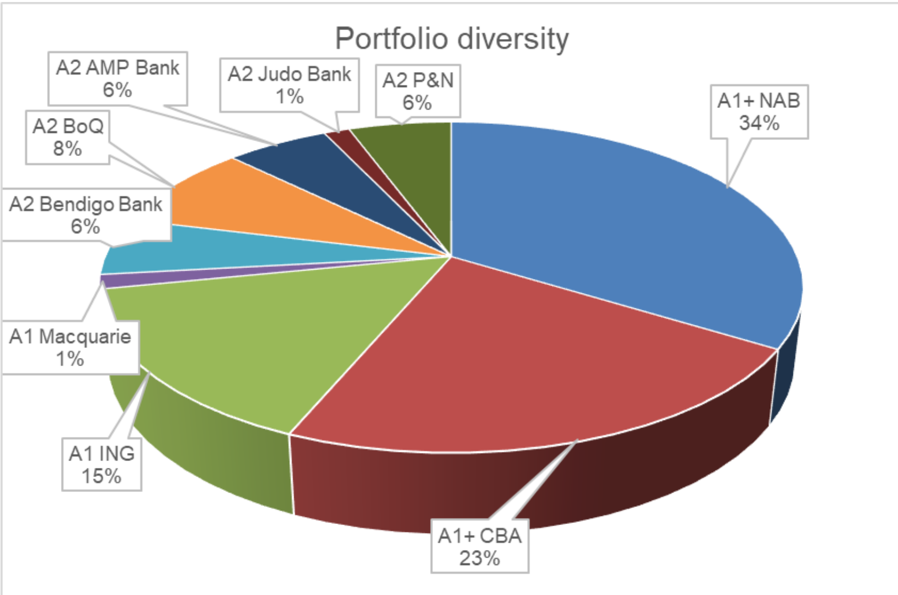
Of the $1.076 million investment interest received $0.837 was attributed to interest on reserve and $0.239 to municipal investments.

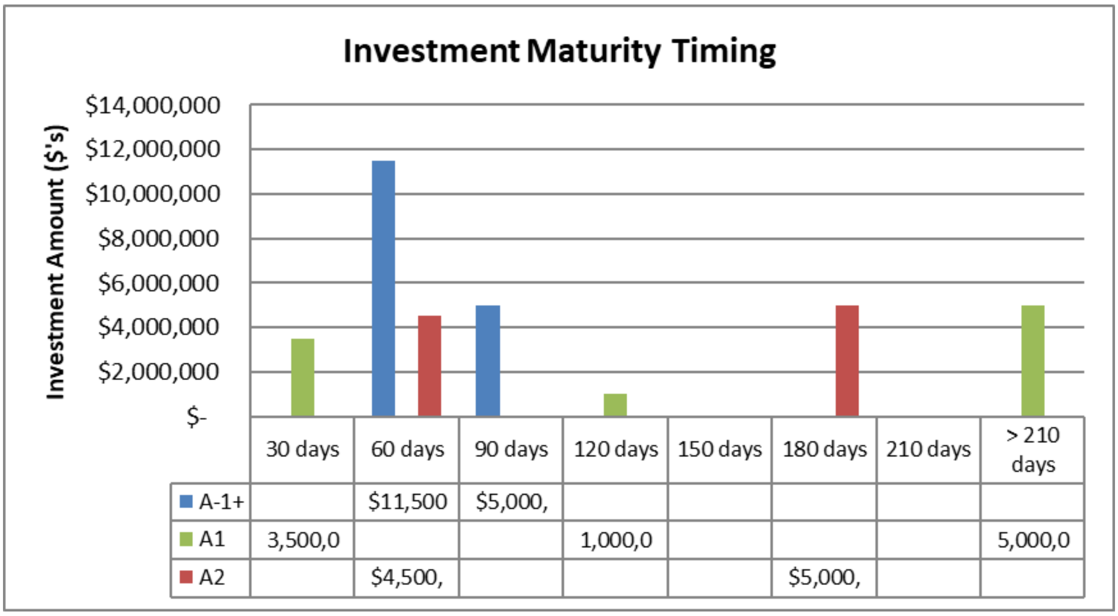
Term Deposits – Cash Management
At 31 January 2025, the Shire had the following short-term facilities (term deposits).

Maturity Date	Term (days)	Institution (ADI)	Credit Rating	Investment Principal ($ millions)	Interest Rate	Interest Due ($ millions)
10/02/2025	181	CBA	A-1+	$ 1.000	4.76%	$ 0.024
17/02/2025	182	NAB	A-1+	$ 1.000	4.95%	$ 0.025
24/02/2025	182	NAB	A-1+	$ 1.000	5.00%	$ 0.025
24/02/2025	182	CBA	A-1+	$ 0.500	4.72%	$ 0.012
4/03/2025	182	P&N	A-2	$ 0.500	5.04%	$ 0.013
4/03/2025	182	Bendigo Bank	A-2	$ 0.500	4.86%	$ 0.012
4/03/2025	182	BOQ	A-2	$ 0.500	4.90%	$ 0.012
4/03/2025	181	NAB	A-1+	$ 1.500	4.95%	$ 0.037
4/03/2025	181	Judo Bank	A-2	$ 0.500	4.85%	$ 0.012
12/03/2025	181	CBA	A-1+	$ 2.000	4.83%	$ 0.048
24/03/2025	182	BOQ	A-2	$ 2.500	4.95%	$ 0.062
24/03/2025	182	NAB	A-1+	$ 3.500	4.95%	$ 0.086
24/03/2025	181	CBA	A-1+	$ 2.500	4.83%	$ 0.060
24/03/2025	90	CBA	A-1+	$ 2.000	4.89%	$ 0.024
9/05/2025	365	ING	A1	$ 0.500	5.35%	$ 0.027
9/05/2025	365	MAC	A1	$ 0.500	4.80%	$ 0.024
14/04/2025	182	NAB	A-1+	$ 5.000	5.00%	$ 0.125
7/07/2025	180	AMP	A-2	$ 2.000	5.10%	$ 0.051
7/07/2025	180	Bendigo Bank	A-2	$ 1.500	4.95%	$ 0.036
7/07/2025	180	P&N	A-2	$ 1.500	4.94%	$ 0.036
14/10/2025	365	ING	A1	$ 5.000	5.03%	$ 0.252
				$ 35.500		**$ 1.001**

During January 2025 three term deposits were rolled over and renewed.

The weighted average interest rate on all investments held on 31 January 2025 was 4.95%.





In-Kind Support

During January 2025 the following fees & charges have been waived:

- $72.55 – Margaret River Montessori School: fundraising banner fee was waived to contribute to new Welcome Garden

During January 2025 the following donations were approved:

- Nil

Reserves
Monthly interest on reserve balances was processed for the month of January 2025.

Budget Amendments

Budget estimates from the Mid Year Budget Review were endorsed by Council at the Ordinary Council Meeting on the 26th February 2025.

FINANCIAL IMPLICATIONS
Implications, Long Term Financial Plan, Whole of Life Cycle Considerations
Monthly financial performance will influence the Long-Term Financial Plan by providing actual revenue and expenditure parameters to compare against forecast results.

SUSTAINABILITY IMPLICATIONS
Environmental, Social, Economic, Contribution to 'Net Zero' Targets
As included in the attached reports.

ADVOCACY
Nil

RISK ASSESSMENT
Nil

OFFICER RECOMMENDATION
That Council receives the Monthly Financial Report for January 2025 in accordance with section 6.4 of the *Local Government Act 1995* and regulations 34 and 35 of the *Local Government (Financial Management) Regulations 1996.*

11.4
Sustainable Economy and Communities

Nil

12. MOTIONS FROM MEMBERS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

13. MOTIONS FOR CONSIDERATION AT NEXT MEETING

14. NEW BUSINESS OF AN URGENT NATURE

14.1. Members

14.2. Chief Executive Officer

15. CONFIDENTIAL BUSINESS

16. CLOSURE OF MEETING