



Agenda Briefing Forum

Matrix

17 June 2025



**City of
Belmont**

CITY OF BELMONT

Agenda Briefing Forum

Matrix

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Tabled Attachments Index

Attachment 5.1.1 – Item 5.1 (12.3) refers

Elected Members are reminded to retain the Ordinary Council Meeting Agenda and any confidential papers for deliberations at the next Ordinary Council Meeting.

Alternative Formats

This document is available on the City of Belmont website and can be requested in alternative formats including electronic format by email, in hardcopy both in large and standard print and in other formats as requested. For further information please contact the Community Development team on (08) 9477 7219. For language assistance please contact TIS (Translating and Interpreting Service) on 131 450.

Matrix from the Agenda Briefing Forum held in the Council Chamber of the City of Belmont Civic Centre, 215 Wright Street, Cloverdale on Tuesday 17 June 2025 commencing at 6:30pm.

Matrix

Present

Cr D Sessions (Deputy Mayor) (Presiding Member)	West Ward
Cr G Sekulla, JP	Central Ward
Cr J Harris	Central Ward
Cr B Ryan	East Ward
Cr J Davis	South Ward
Cr C Kulczycki	West Ward

In attendance

Mr J Christie	Chief Executive Officer
Mr S Downing	Director Corporate and Governance
Mr W Loh	Director Development and Communities
Mr M Murphy	Director Infrastructure Services
Ms D Dabala	Manager Governance and Legal
Ms S Jessop	Manager Finance
Mr S Reeves	Manager Parks, Leisure and Environment
Mr M Hayward	Manager Design, Assets and Development
Mr M Chan	Coordinator Design
Ms L Chaplyn	Coordinator Media and Communications
Mrs J Cherry-Murphy	Coordinator Governance
Ms C Do Nascimento	Sustainable Transport Officer
Ms S Bell	Governance Officer

Members of the gallery

There were 5 members of the public in the gallery and no press representatives.

1 Official Opening

6:30pm The Presiding Member welcomed all those in attendance and declared the meeting open.

The Presiding Member read aloud the Acknowledgement of Country.

Acknowledgement of Country

Before I begin, I would like to acknowledge the Whadjuk Noongar people as the Traditional Owners of this land and pay my respects to Elders past, present and emerging.

I further acknowledge their cultural heritage, beliefs, connection and relationship with this land which continues today.

The Presiding Member invited Cr Ryan to read aloud the Affirmation of Civic Duty and Responsibility on behalf of Elected Members. Cr Ryan read aloud the affirmation.

Affirmation of Civic Duty and Responsibility

I make this affirmation in good faith and declare that I will duly, faithfully, honestly, and with integrity fulfil the duties of my office for all the people in the City of Belmont according to the best of my judgement and ability.

I will observe the City's Code of Conduct and Standing Orders to ensure efficient, effective and orderly decision making within this forum.

2 Apologies and leave of absence

Mayor R Rossi (apology)
Cr P Marks (apology)

Mayor
East Ward

3 Announcements by the Presiding Member (without discussion)

3.1 Announcements

Nil.

3.2 Disclaimer

6:34pm The Presiding Member drew the public gallery's attention to the Disclaimer.

The Presiding Member advised the following:

I wish to draw attention to the Disclaimer Notice contained within the agenda document and advise members of the public that no decisions are made at the meeting tonight. Council will formally resolve agenda items at next week's Ordinary Council Meeting.

Any plans or documents in agendas and minutes may be subject to copyright. The express permission of the copyright owner must be obtained before copying any copyright material.

4 Public submission time

6:34pm The Presiding Member opened the period allotted for Public Submission Time and drew the gallery's attention to the Rules for Public Submission Time.

6:35pm The Presiding Member closed Public Submission Time as no submissions were received.

5 Ordinary Council Meeting Agenda for meeting to be held on 24 June 2025

5.1 Agenda items for review

OCM Item 12.1

Local Emergency Management Arrangements and Recovery Plan

Deputation Request

Nil.

Officer Presentation

Nil.

Notes from Forum

Nil.

Further Information to be Provided

- The Director Development and Communities undertook to investigate whether the Local Emergency Management Arrangements and Recovery Plan addresses the possible risks associated with livestock and horses in Ascot should a major catastrophe occur and stabling be compromised.

OCM Item 12.2

Urban Forest Strategy

Deputation Request

Nil.

Officer Presentation

Nil.

Notes from Forum

- The Polyphagous Shot-Hole Borer (PSHB) has not been specifically referenced in the Urban Forest Strategy. The Strategy does have two initiatives which reference ongoing actions to monitor and assess the presence of pest and diseases. This includes a trial of new and underutilised street tree species which are resilient to pest and disease under section 5.2 'expand and enhance'.
- The City has a management and surveillance component as part of the Parks and Environment Teams' ongoing work but does not action the treatment or physical disposal of any PSHB infected trees. The Department of Primary Industries and Regional Development (DPIRD) is the governing body relating to the ongoing physical management of the pest. Any action taken by the City in relation to the PSHB is governed and compliant with the direction of DPIRD.
- As stated to Elected Members at the 10 June 2025 Information Forum, the survival rate of verge vs median street trees in the City is around 13%. The City does not have exact numbers on the percentage or number of surviving trees on the street medians compared to street verges.
- Also as referenced at the 10 June 2025 Information Forum, the concept of setting canopy percentage as a target can be problematic, exemplified by other local governments who had set exact targets by the year 2025 and had not reached them. There are many extenuating factors outside of the City's control which makes it difficult to predict tree canopy growth. The City plants over 3,000 trees per year and aims to do a Light Detection and Ranging assessment biennially to monitor and report any canopy increase.
- The reference to 'develop a suite of design and construction notes' on page 391 of the Agenda refers to the tree development on road reserves, and other crown land the City operates within. The City cannot currently control what urban forest development occurs on private land.

OCM Item 12.2

Urban Forest Strategy

- Part of advocating for opportunities for canopy growth in industrial areas falls under the Planning Scheme provisions for what standards might be required for planting in industrial and residential areas. There can be certain incentives or concessions for these land holdings to retain or plant additional trees, such as reduced setbacks and additional development heights. These matters would be considered at a later stage after the endorsement of the Strategy, in combination with the Local Housing Strategy and Local Planning Strategy.
- The City can consider including requirements for developments in industrial areas to meet canopy targets, similar to the strategies of other Class 1 local governments.
- The City faces some difficulty in benchmarking against other Class 1 local governments, largely due to the size comparison, and land coverage of other local governments. For instance, the canopy cover in the City of Kalamunda would far exceed the City of Belmont's. The City does benchmark on a numerical basis with the statistics available to all metropolitan local governments. The City has recorded an increase of 5% since 2011, and 65% of the City's canopy is within the private realm.

Further Information to be Provided

Nil.

OCM Item 12.3

Sustainable Transport Strategy

Deputation Request

Approved

Ms Harding spoke in opposition of the Officer Recommendation.

(refer Tabled Attachment 5.1.1)

Officer Presentation

Nil.

OCM Item 12.3

Sustainable Transport Strategy

Notes from Forum

- Given the numerous external stakeholders involved in the Sustainable Transport Strategy (STS), the City is not setting particular targets in the Strategy itself and will be working from benchmark data which the City will collect and report on this data on an annual basis.
- The Implementation Plan for the STS will have actions with target dates and the City will aim to complete the actions by the target dates.
- Some of the projects listed on page 463 of the Agenda, including the 'Green Routes' and 'Cycle Streets' projects have had scoping studies performed. The last strategy was not to implement these projects, but to progress investigations through estimating of the works, scoping and prioritisation of the works subject to funding.
- The consultant used on this Strategy provided general advice on progression of the initiatives outlined in the STS, however many of these projects require advocacy with external agencies and are reliant on the priorities and funding of these agencies.
- The timeframes in the Activity Centre Planning Strategy (ACPS) as referenced in the STS are underway with investigations, or with works such as the upgrade to signals with Main Roads at Wright Street and Abernethy Road. The ACPS refers to 10-year long-term timeframes associated with development on land holdings in town centre precincts.
- There is a significant difference between a strategy and a plan. The STS is a long-term vision, conceptual and directional. The document provided to Elected Members by Ms Harding (attachment 5.1.1) states under Task 1.1 'define issues and scope of the integrated transport plan'. The STS is not a transport plan, but rather an integrated transport strategy. The implementation plan is still to be developed, and when developed will include actions with specific timeframes that will be reported on. Some actions outlined in the Strategy refer to advocacy as the City does need to liaise with the Public Transport Authority, Main Roads, Western Power, and State Government agencies and do have financial implications requiring consideration for funding, the long-term financial plan and the annual budget.
- Responses obtained from the public consultation have been considered and contributed to the priority initiatives in the STS. The STS will not respond singularly to independent responses to the community consultation. This aligns with the Community

OCM Item 12.3

Sustainable Transport Strategy

Engagement Strategy as outlined by the Manager PR and Stakeholder Engagement at the 10 June 2025 Information Forum.

- The community consultation requesting separated bicycle and vehicle lanes has been considered and included in the 'Cycle Streets' project which specifically references separated lanes and will be investigated via the Strategy.
- Larger and more accessible formatting on street signage is included and considered in the STS using the Easy, Attractive, Social and Timely format.
- The responses obtained from the Department of Transport and WestCycle as outlined on page 55 of the STS were in the capacity of general advice and guidance. Once the STS is endorsed, this will trigger further communication with external parties to assist in the forming of the Implementation Plan. These external parties were not provided with the draft STS prior to its publishing.
- Section 7 of the STS, 'exploring opportunities' includes projects such as 'skinny streets' and 'healthy streets' which will be acted upon throughout the STS priority initiatives, although there is no specific, direct reference to these projects under these priority initiatives.
- The City is liaising with the Department of Transport to see what improvements can be achieved for Surrey Road, which was an early trial of the Safe Active Streets project. It is suggested further infrastructure may be needed, including the closure of the street and reduced speeds.
- There are often various reasons as to why a project or Strategy may not progress in a timely manner, and utilise the funding put aside in an annual budget in any given year, even with an implementation schedule. Often these projects are sidelined by external agency lead times and priorities. The City can provide updates via the monthly Divisional Reports from the directorates, and by the October Budget Review.
- The City is likely to have a project identified for the \$100,000 budget attributed to the STS by October 2025 and will have an update for Elected Members at that time.

Further Information to be Provided

Nil.

OCM Item 12.4

Corporate Business Plan and Long-Term Financial Plan

Deputation Request

Nil.

Officer Presentation

Nil.

Notes from Forum

- It is noted by City Officers the request to have future plans such as the Corporate Business Plan (CBP) and Long-Term Financial Plan (LTFP) to include a track changes version to be made available to Elected Members.
- The underground power reserve is only utilised for projects that are currently identified. As further projects are identified, the City can add funds to the reserve.
- There are long lead times for the Abernethy Road roundabout identified in the Abernethy Road Traffic Study for which \$2,000,000 is allotted for construction works in the year 2028. This long lead time is due to the significance of the volume of physical works, inclusive of land resumptions. The further \$100,000 and \$300,000 funds allotted in the 2025-26 and 2026-27 financial years refer to upfront costs associated with design and applications.
- The works for the intersection at Abernethy Road and Kew Street is intended to be completed at the end of 2026.

Further Information to be Provided

- The Director Corporate and Governance undertook to investigate the accessibility of the current CBP on the City's website to ensure text search functions are operational.
- The Director Corporate and Governance undertook to investigate increasing the underground power reserve in years 6 to 10 of the Long-Term Financial Plan.

OCM Item 12.5

Statutory Review Delegation Register

Deputation Request

Nil.

Officer Presentation

Nil.

Notes from Forum

Nil.

Further Information to be Provided

- The Director Corporate and Governance undertook to investigate the proposed changes to the Delegation Register 2025-2026, in relation to the limits set by Council for the Chief Executive Officer for the delegation of purchasing and contract variations.

Note:

The Presiding Member advised that in accordance with Section 5.23(2)(b) of the *Local Government Act 1995 (WA)* if there were any questions on the Confidential Attachment for Item 12.6, Council would need to go behind closed doors.

There were no questions on the confidential attachment.

OCM Item 12.6

Adoption of 2025-26 Annual Budget

Deputation Request

Nil.

Officer Presentation

Nil.

OCM Item 12.6

Adoption of 2025-26 Annual Budget

Notes from Forum

- The 'Infrastructure' term in Infrastructure Reserve refers to a class of assets, whereas Park and Streetscape Infrastructure refers to the location of the assets. When referring to assets, there is either building assets or infrastructure assets. The intent of calling this reserve an infrastructure reserve is that it allows the City to utilise the funds also as a building reserve.
- The City's fleet has had various changes, inclusive of the introduction of some hybrid vehicles, and Electric Vehicles (EV). There are barriers to having a large fleet of EVs including the lack of charging stations at the Civic Centre and depot.
- The City has previously trialled having an EV Truck for waste removal services, ultimately it was decided that the battery life was insufficient to meet the needs of a complete workload. Where possible the City is working towards a hybrid vehicle model or the use of EVs.
- There is no specific reference to new footpaths as a budget item, however the \$100,000 amount budgeted under the Sustainable Transport Strategy will be inclusive of new infrastructure such as footpaths.
- The City is not receiving any income from hiring of the glasshouse as it is currently used only for internal events due to parking shortfalls. The intention is for the eventual hiring out of the facility, in the interim it is used for events such as the Civic Dinner, Mayoral Dinner and Pioneers Luncheons.
- The installation of 4 speed plateaus on Belgravia Street from Wright Street to Alexander Road, referred to on page 18 of the 'Management Budget 2025-26 (attachment 12.6.5) were implemented as part of a blackspot project. The criterion for the project did not require any community consultation prior to budgeting and was not subject to formal modelling. Those directly affected will be consulted prior to installation.

Further Information to be Provided

- The Director Corporate and Governance undertook to provide Elected Members with a listing of what items under the 2025-26 Annual Budget fall under the Governance category.
- The Director Infrastructure Services undertook to provide Elected Member with an update on the City's investigation into Electric Vehicles for the City fleet.

OCM Item 12.7

Accounts for Payment May 2025

Deputation Request

Nil.

Officer Presentation

Nil.

Notes from Forum

Nil.

Further Information to be Provided

Nil.

OCM Item 12.8

Monthly Financial Report for May 2025

Deputation Request

Nil.

Officer Presentation

Nil.

Notes from Forum

Nil.

Further Information to be Provided

Nil.

From: "no-reply@belmont.wa.gov.au" <no-reply@belmont.wa.gov.au>
Sent: Mon, 16 Jun 2025 11:34:06 +0800
To: "Belmont" <Belmont.Belmont@belmont.wa.gov.au>
Subject: Public Submission Time and Deputation Proforma



**City of
Belmont**

Hi Governance Team,

You have a new public submission or deputation from Lindi Harding for the 17/6/2025 Meeting.

PublicSubmissionDeputationID	26
Form inserted	16/06/2025 11:33:36 AM
Form updated	16/06/2025 11:33:36 AM
Date of Meeting	17/6/2025
First name	Lindi
Last name	Harding
Address	[REDACTED] Rivervale
Email address	[REDACTED]
Business, organisation or group (if presenting on behalf of)	
Please indicate what type of presentation will be made	Deputation
Please tick to indicate if your submission or deputation is in support or opposition to the Officer Recommendation	Oppose

Agenda item number
12.3

Enter your submission/deputation
My name is Lindi Harding, and I am a committee member of the Belmont Community Environmental Champions (BCEC) responsible for the Sustainable Transport portfolio. I also volunteer as the Your Move Parent Coordinator for St Augustine's Primary School and through the Department of Transport's Your Move Program, I have spent over 1,000 hours during the past 5 years promoting safe active transport within Belmont. One of the major achievements during this work was co-ordinating the successful

application and instalment of a Traffic Warden Controlled Crossing to assist local students to safely cross Kooyong Rd in Rivervale (a priority objective of the Cities 2020 Sustainable Transport Plan). Clearly, Sustainable Transport Safety within Belmont is a passion of mine, with good reason: My husband is among the crash statistics referenced in the Sustainable Transport Strategy. He was struck by a car while cycling on Surrey Road—a street designated as a “Safe Active Street”. While I commend the City for bringing forward a new Sustainable Transport Strategy, I respectfully ask that Council defers endorsement of the current draft until several key improvements are made. This deputation identifies shortcomings across four critical areas: 1. Evaluation of Belmont’s Previous Plans Belmont has not adequately reviewed its past transport strategies: - 2017 Integrated Movement Network Strategy lacked implementation and monitoring mechanisms. - 2020 Sustainable Transport Plan (STP) outlined 14 short-term actions, but the 2025 strategy does not report on their completion or effectiveness. - 2025–2030 STS fails to evaluate or build on lessons from earlier plans or carry over incomplete actions. A transparent audit of past commitments is essential to establish credibility and accountability. 2. WA Planning Commission Guidelines The WA Government’s guidelines outline expectations for Integrated Transport Planning. Belmont’s STS falls short in several areas: - No SMART objectives or clear performance indicators. - Insufficient integration with land use or METRONET precincts. - A community survey has been conducted but results are not considered in STS - STS has not had an opportunity for consideration through community consultation - No structured monitoring or evaluation process. - Vague sustainability measures. This places Belmont behind recommended planning practice. 3. Comparison with Belmont’s Urban Forest Strategy Belmont’s own Urban Forest Strategy in the very same ABF sets a much stronger benchmark: - Contains clear targets (e.g., increasing canopy cover) - Provides staged implementation timelines and costing - Commits to regular public performance reporting The STS does not include any comparable structure to the Tree Canopy Strategy, making it appear aspirational rather than action-focused. 4. Comparison with Other Councils Neighbouring councils provide clear, measurable goals and robust community feedback and consultation of their documents prior council endorsement: - Victoria Park: Integrated Transport Strategy 2022 - Bayswater: Bayswater Bike Plan 2023 - Bassendean: Local Integrated Transport Plan 2019 - Vincent: City of Vincent Bike Plan 2023-2028 - Stirling: Integrated Transport Strategy and Integrated Cycling Strategy By comparison, Belmont’s STS includes: - No mode share targets - No implementation timeline for projects or objectives - No KPI framework - No community consultation on the Strategy in question Request to Council: Defer endorsement of the STS until the following are incorporated: - SMART targets (e.g. mode share, crash reductions, school travel) - A clear and staged implementation plan is included within the strategy to be endorsed - Monitoring and evaluation framework included - Alignment with state and regional strategies - Refreshed and inclusive community engagement regarding the proposed strategy, not simply a survey of transport use and locations of concern By strengthening this strategy, the City can deliver a truly sustainable, safe, and forward-thinking transport future. Thank you for your consideration.

Thanks,

City of Belmont



Task 1 - Initiate integrated transport plan			Complete	Not applicable
For guidance on Task 1, refer to sections 3.2 and 3.4 of the <i>Guidelines for preparation of integrated transport plans for local government</i> (refer also sections 2.3, 4.1, 5.2 and 5.4).				
Task 1.1	Define issues and scope of the integrated transport plan			
Task 1.2	Review transport plan implementation drivers			
Task 1.3	Determine planning partners	Decide who can help or hinder implementation		
		Decide who will drive the planning		
		Decide who needs to approve actions		
Task 1.4	Establish goals and objectives taking into account socioeconomic and cultural context	Community aspirations		
		Accessibility to jobs, education, social, cultural activities		
		Business and commerce viability		
		Sustainability		
		Robustness to changing circumstances		
		Making best use of existing infrastructure		
		Feasible and affordable / Safety and security		
		Long-term as well as short-term planning		
Task 1.5	Create project management and governance arrangements			
Task 1.6	Determine the planning horizons	Is it a regional or local plan?		
		Are there any cross-boundary issues?		
		Is it area-wide or specific location?		
Task 1.7	Identify who has a legitimate interest in the outcomes	Neighbourhood and community groups		
		Businesses, business groups and associations		
		Transport operators – passenger and freight/ public and private		
		Major shopping centres		
		Industrial and business parks		
		Major medical centres		
		Universities, colleges and school districts		
		Land and property developers		
		National, State and local government		
Task 1.8	Seek activities to engage and communicate with stakeholder, eg. workshops etc			
Task 1.9	Identify and manage risks	Ageing population		
		Obesity		
		Climate change		
		Peak oil		
		Traffic congestion		
		Amenity		
		Safety and security		
		Severance		
Task 1.10	Identify and manage opportunities	Community aspirations		
		Business viability		
Task 1.11	Determine the level of detail or quality required			
Task 1.12	Develop schedule and budget			

Outputs Task 1	Complete	Not applicable
Context/background paper integrated transport plan (ITP)		
Risks and opportunities management plan		
Engagement and communication plan		
Study management plan		

Task 2 – Identify current and desired future state of infrastructure and services		Complete	Not applicable
For guidance on Task 2, refer to Section 3.4 of the Guidelines for preparation of integrated transport plans (refer also sections 5.2 and 5.3).			
Task 2.1	Identify the current state		
Task 2.2	Identify the future state based on the continuation of trends		
Task 2.3	Identify alternative futures		
Task 2.4	Identify the desired future state infrastructure and services		
Task 2.5	'Gap' assessment comparing current to desired future state		
Task 2.6	Consent to the desired future state		

Outputs Tasks 2	Complete	Not applicable
'Gap' analysis and alternative options desired future state		



Task 3 – Assessment of alternative options For guidance on Task 3, refer to sections 4.1 and 5.2 of the Guidelines for preparation of integrated transport plans (refer also Section 5.3).		Complete	Not applicable
Task 3.1	Develop evaluation framework and assessment criteria		
Task 3.2	Identify economic, environmental or social impacts		
Task 3.3	Consider different ways to provide and manage transport demand	Travel behaviour change	
		Travel demand management	Regulation or market mechanisms Road/congestion pricing Parking management
		Transport and land use integration	
		Walking	
		Transport infrastructure	Private and public transport Cycling Roads/ rail/ water
Task 3.4	Evaluate options against assessment criteria		
Task 3.5	Select preferred option(s)		
Task 3.6	Identify actions to implement selected option		

Outputs Tasks 3	Complete	Not Applicable
Options analysis report		

Task 4 – Review, amend and improve For guidance on Task 4, refer to sections 3.4 and 4.2 of the Guidelines for preparation of integrated transport plans (refer also sections 5.2 and 5.3).		Complete	Not applicable
Task 4.1	Assess preferred option		
Task 4.2	Remove or ameliorate negative impacts	Economic	
		Environmental	
		Social	
		Long-term effectiveness	
Task 4.3	Revisit earlier stages	Goals and objectives	
		Scope and area	
		Stakeholders involved	
		Issues and opportunities	
Task 4.4	Select package of actions that best supports implementation		

Task 5 – Development of preferred plan			Complete	Not applicable
For guidance on Task 5, refer to sections 4.1 and 5.2 of the Guidelines for preparation of integrated transport plans (refer also sections 5.3 and 5.4).				
Task 5.1	Community and stakeholder preferences			
Task 5.2	Maximize synergies	Within transport		
		With public sector		
		With private sector		
Task 5.3	Assess feasibility and affordability	Approval requirements		
		Funding sources		
		Long-term maintenance and operation		
Task 5.4	Assess delivery responsibilities			
Task 5.5	Assess financial impacts			
Task 5.6	Create contingency plan for future scenarios			

Outputs Tasks 5	Complete	Not applicable
Integrated transport plan – agreed by all parties		

Task 6 – Implementation / delivery			Complete	Not applicable
For guidance on Task 6, refer to sections 4.3, 5.4 and 5.5 of the Guidelines for preparation of integrated transport plans				
Task 6.1	Establish organizational delivery processes			
Task 6.2	Develop implementation measures			
Task 6.3	Identify who will implement			
Task 6.4	Establish implementation monitoring measures			
Task 6.5	Market the plan	Approval requirements		
		Funding sources		
Task 6.6	Long-term commitments	Minimize reliance on annual budgeting		
Task 6.7	Down-stream funding	Operation and maintenance		
Task 6.8	Hand over the baton to implementing agencies	Clearly identify responsibilities and timeframes		

Outputs Task 6	Complete	Not applicable
Implementation report		

Task 7 – Monitor and Evaluate			Complete	Not applicable
For guidance on Task 7, refer to sections 4.2 and 4.3 of the Guidelines for preparation of integrated transport plans (refer also section 5.5).				
Task 7.1	Monitor and Evaluate:	Efficiency	Actions completed	
			Transport costs	
		Effectiveness	Measure against original objectives	
		Triple bottom line	Economic	
			Environmental	
			Social	
		Sustainability		

Outputs Tasks 7	Complete	Not applicable
Evaluation review plan		

Summary outputs documents	Complete	Not applicable
1. Context/background paper integrated transport plan		
2. Risks and opportunities management plan		
3. Engagement and communication plan		
4. Study management plan		
5. 'Gap' analysis and alternative options desired future state		
6. Options analysis report		
7. Integrated transport plan (agreed by all parties)		
8. Implementation report		
9. Evaluation review plan		

6 Matters for which the meeting may be closed

Note:

The Presiding Member advised that in accordance with Section 5.23(2)(c) of the *Local Government Act 1995 (WA)*, Council will need to go behind closed doors if there are any questions on Confidential Item 14.1.

There were no questions on Confidential Item 14.1.

OCM Item 14.1

Tender 08/2025 - Construction of Concrete Paths and Vehicular Crossings

Deputation Request

Nil.

Officer Presentation

Nil.

Notes from Forum

Nil.

Further Information to be Provided

Nil.

7 Closure

There being no further business, the Presiding Member thanked everyone for their attendance and closed the meeting at 7:53pm.