



**City of
Kalgoorlie
Boulder**

MINUTES

(Unconfirmed)

of the Ordinary Council Meeting

held at 6:00 PM

on

25 AUGUST 2026

at the

Kalgoorlie Town Hall

Council Chamber Seating Plan



Nature of Council's Role in Decision-Making

Advocacy:	When Council advocates on its own behalf or on behalf of its community to another level of government/body/agency.
Executive Strategic:	The substantial direction setting and oversight role of the Council, e.g. adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.
Legislative:	Includes adopting local law, town planning schemes and policies.
Review:	When Council reviews decisions made by officers.
Quasi-Judicial:	When Council determines an application/matter that directly affects a person's rights and interests. The Judicial character arises from the obligations to abide by the principles of natural justice. Examples of Quasi-Judicial authority include town planning applications, building licenses, applications for other permits/licenses (e.g. under Health Act, Dog Act or Local Laws) and other decisions that may be appealable to the State Administrative Tribunal.

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1 DECLARATION OF OPENING / ANNOUNCEMENT OF VISITORS

The Deputy Mayor declared the meeting open at 6:02pm welcoming the gallery and those present.

2 OPENING PRAYER

The opening prayer was conducted by Father Nicholas Diedler from St Mary's Church Kalgoorlie.

The Deputy Mayor acknowledged the passing of the City's former Chief Executive Officer, Leslie Peter Strugnell, and paid tribute to his significant contribution and service to the City. The Deputy Mayor reflected on his leadership, bravery, achievements and contribution to the City and the broader community, and extended his condolences to his family and friends.

3 DISCLAIMER READING

The Deputy Mayor read the disclaimer to those present.

Please note this meeting is being recorded and streamed live on the Council's website in accordance with the City's Public Participation in Council Meeting Policy, which can be viewed on Council's website.

All reasonable care is taken to maintain your privacy; however, as a visitor in the public gallery, your presence may be recorded. By remaining in the public gallery, it is assumed your consent is given if your image is broadcast.

The recommendations contained in this Agenda are Officer's Recommendations only and should not be acted upon until Council has resolved to adopt those recommendations.

The resolutions of Council should be confirmed by perusing the Minutes of the Council Meeting at which these recommendations were considered.

Members of the public should also note that they act at their own risk if they enact any resolution prior to receiving official written notification of Council's decision.

4 RECORD OF ATTENDANCE

4.1 Attendance

In Attendance:

Deputy Mayor Terrence Winner
Cr Deborah Botica

Cr Kirsty Dellar

Cr Wayne Johnson

via Teleconference as approved by Council

Cr Kyran O'Donnell

Cr Carla Viskovich

Cr Richard Halse

Cr Vanessa Walker-Dunstan

Members of Staff:

Geoff Glass

Acting Chief Executive Officer

Mia Hicks

Director Advocacy and Strategy

Adam Strelein

Director City and Community

Cassandra Jaegar

Director Corporate and Commercial

Kobe Chrisp

Marketing Manager

Susie Beamish

Coordinator Governance

Vian Novicio

Governance Officer

Coltra Mulenga

IT Service Delivery Officer

Visitors:

2

Press:

0

PROCEDURAL MOTION

Moved By: Cr Vanessa Walker-Dunstan

Seconded By: Cr Deborah Botica

That Council authorise Councilor Wayne Johnson to attend by telephone.

CARRIED

(7 / 0)

For:	Deputy Mayor Terrence Winner, Cr Deborah Botica, Cr Kirsty Dellar, Cr Kyran O'Donnell, Cr Carla Viskovich, Cr Richard Halse and Cr Vanessa Walker-Dunstan
Against:	Nil

4.2 Apologies

Apologies - Elected Members:

Nil

Apologies - Members of Staff:

Frances Liston	Director Governance and Organisational Strategy
Lui Camporeale	Director Engineering

4.3 Leave of Absence (Previously Approved)

Leave of Absence:

Mayor Glenn Wilson

5 RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE

Kim Eckert, resident of Karlkurla asked the following questions regarding Item 14.6.3.5 Draft Partnership Service Agreement – KBULG:

Question 1

Can the City please advise what consultation occurred with KBULG before these proposed Key Performance Indicators were drafted, and whether the City sought confirmation from KBULG that they were achievable within KBULG's existing operational capacity, expertise and the proposed level of operational funding (of which approximately 65% is sourced elsewhere)?

Response

The proposed KPIs were initially developed by the City as a draft, informed by the PreService Proposal submitted by KBULG, identified service gaps, and the City's strategic priorities. They were intended to provide a starting point for Council consideration and discussion, not as a final set of performance measures. KPI negotiation is an operational matter intended to be undertaken by City officers in development of the agreements, after strategic support for funding levels are confirmed by Council. Consultation with KBULG regarding the KPIs occurs during the subsequent negotiation and refinement phase of the draft PSA. Through this process, KBULG is able to assess whether the proposed deliverables are achievable within its existing capacity, expertise, resources, operational arrangements, and funding model. Any required amendments are considered before the agreement is finalised. This approach ensures service outcomes are developed collaboratively and align with both the City's strategic objectives and KBULG's ability to effectively deliver the services.

Question 2

Can the City please advise how it determined that the proposed Key Performance Indicators appropriately reflect KBULG's role as a community environmental organisation, and whether it considered that some of the proposed activities extend beyond KBULG's traditional role into functions that have previously been delivered or procured by the City, as part of the City's own service delivery responsibilities?

Response

The proposed KPIs were developed to address identified environmental service gaps while recognising KBULG's established role and expertise as a community environmental organisation. The PSA is intended to support a partnership approach that delivers shared environmental outcomes and is not designed to transfer the City's statutory responsibilities. The City acknowledges that community organisations can effectively engage volunteers, community groups and local stakeholders in ways that complement local government service delivery. The scope of activities and final KPIs remain subject to consultation and negotiation with KBULG to ensure they align with the organisation's expertise, capacity and strategic focus. This collaborative approach aims to achieve positive environmental and community outcomes while ensuring responsibilities and expectations are appropriately aligned.

Question 3

Can the City please advise what assessment was undertaken to determine that the proposed Key Performance Indicators are aligned with KBULG's existing purpose, expertise and community role, rather than fundamentally changing the service that KBULG has successfully delivered to the Kalgoorlie-Boulder community (which has been aligned to community expectations and accepted by previous Councils) for more than 15 years?

Response

The proposed KPIs were developed following a review of the service outcomes sought under the draft Partnership Service Agreement (PSA), identified community needs, and KBULG's demonstrated experience in environmental stewardship and community engagement. Unlike previous project-based grant funding, which focused on supporting individual initiatives, the PSA framework is designed to deliver ongoing community services with clearly defined outcomes and measurable performance indicators. As a result, the proposed KPIs are more specific and outcome-focused to strengthen accountability, transparency and value for public investment. The City does not view the draft KPIs as fundamentally changing KBULG's role, but rather as providing a clearer framework for service delivery. Importantly, the KPIs remain subject to consultation and negotiation with KBULG to ensure they are appropriate, achievable, aligned with the organisation's expertise, and responsive to identified community needs.

Melissa Drummond, resident of Kalgoorlie-Boulder asked the following questions regarding Item 14.6.3 Partnership Service Agreement – Artgold:

Question 1

The report states that officers undertook a comprehensive assessment of Artgold's Pre-Service Proposal and concluded that the proposed KPIs and funding reductions are reasonable. Could officers outline what service costing, workload assessment or benchmarking informed that conclusion?

Response

The proposed funding and KPIs were informed by a review of previous funding agreements, historical service delivery outcomes, organisational reporting, and the Pre-Service Proposal submitted by the organisation. Benchmarking compared previous service expectations with the proposed deliverables to ensure they remained realistic and proportionate to the funding provided. Consideration was also given to distinguishing service delivery costs from broader organisational operating expenses, with the assessment focused on ensuring public funding supports measurable community outcomes.

Question 2

The officer's report states that, following Council approval, the draft Partnership Service Agreement will be provided to the organisation for "review and negotiation within the approved scope". Could officers please clarify what is meant by "within the approved scope", including which aspects of the draft agreement are intended to be genuinely negotiable and which elements would already be fixed following Council's approval?

Response

While Council's decision regarding funding allocation forms the fixed component of the proposed agreement, the service delivery framework, including KPIs, performance measures and reporting requirements, remains subject to discussion and negotiation. The draft PSA is intended as a discussion document, and no agreement will be finalised until both parties reach mutual agreement on service scope and performance expectations.

Question 3

Artgold fully supports being accountable for the community services the City funds us to deliver. However, KPI 10 (Attachment3. Draft Partnership Service Agreement Artgold [14.6.3.3]) requires Artgold to develop a Future Financial Sustainability Plan, diversify its income, reduce reliance on City funding, achieve specified non-City revenue targets and report on funding secured. Could officers please explain why these organisational financial strategy requirements have been included as performance measures within a Partnership Service Agreement, rather than limiting the agreement to measuring the community services the City is purchasing?

Response

The approved funding allocation represents the fixed component following Council's decision. Within that funding envelope, the specific service delivery arrangements, KPIs, reporting measures and performance expectations remain open to negotiation. This ensures the final agreement balances accountability requirements with the organisation's capacity and capability to deliver agreed outcomes. The Financial Sustainability Plan supports the PSA objective of building stronger, more resilient community organisations that can continue delivering services over the long term. The

KPI is intended to help organisations identify future funding opportunities, strengthen financial resilience, and reduce reliance on a single funding source. It is included to support organisational sustainability and service continuity, ensuring City funding contributes to long-term community benefit rather than replacing ongoing organisational responsibility for financial planning.

Scott Wilson, Vice President Eastern Goldfields Historical Society and resident of Kalgoorlie- Boulder asked the following questions regarding Item 14.6.3 – Partnership Service Agreements – EGHS.

Question 1

Agenda Item 14.6.3 includes Option 2, which would maintain current funding levels for three years while KPI 10 of the proposed Partnership Service Agreement already requires the EGHS to increase non-City funding by 15%. Can the officer explain why this existing KPI is not considered an adequate mechanism for reducing reliance on City funding, and why maintaining funding under Option 2 is therefore regarded as inconsistent with good financial practice?

Response

KPI 10 is intended to improve the organisation's long-term financial sustainability by encouraging growth in non-City revenue and reducing reliance on a single funding source. The 15% target was developed with regard to the organisation's financial position and was considered a realistic and achievable objective. The purpose of the KPI is broader than reducing dependence on City funding alone. It aims to strengthen financial resilience, diversify income streams, and support the organisation's ability to continue delivering services regardless of future funding changes. Good financial practice generally supports a diversified funding model to reduce organisational risk and improve long-term stability. Should Council determine that an alternative funding model or sustainability target is appropriate, the KPI can be reviewed as part of the negotiation process.

Question 2

If Council adopts the proposed funding decrease in the draft PSA in Agenda Item 14.6.3, it will see a significant shortfall in funding to the EGHS. A reduction in funding equals a reduction in output. Is Council prepared to absorb the cost of the resulting loss in service output and community outcomes?

Response

The City acknowledges that a reduction in funding may affect service delivery. Any impacts on service levels, deliverables and performance expectations would be considered during negotiations to ensure that the final agreement reflects realistic and achievable outcomes within the agreed funding allocation.

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Response

The City acknowledges that a reduction in funding may affect service delivery. Any impacts on service levels, deliverables and performance expectations would be considered during negotiations to ensure that the final agreement reflects realistic and achievable outcomes within the agreed funding allocation.

6 PUBLIC ACCESS AND PUBLIC QUESTION TIME

6.1 Public Access

Phil Stanley, resident of Somerville, has a public access submission seeking to address Council regarding the growing weed problem within the City, their status and possible control.

6.2 Public Question Time

David Oates, resident of Kalgoorlie, asked the following questions:

Question 1

What is the total financial sum the Council contributed towards the Diggers and Dealers building?

Response

The City has contributed \$7.9m for the Goldfields Arts Centre Pavillion, which will be available for community and commercial use including the Diggers and Dealers conference.

Question 2

What is the projected annual financial returns to the Council from the Diggers and Dealers conference?

Response

The City receives income via hire fees for the exclusive use of the Goldfields Arts Centre and from this year, the Goldfields Arts Centre Pavillion in accordance with the City's Fees and Charges. These will adjust yearly based upon the adopted fees and charges, noting that in accordance with the Council resolution of 28 May 2026 the City will bring back a report prior to or by the October 2026 OCM to specifically review the fees and charges of the Goldfields Arts Centre Pavillion. For this year's conference, income received was \$133,737 including GST.

7 PETITIONS / DEPUTATIONS / PRESENTATIONS

Petition - Use of Electronic Rideables on Hannan and Burt Street, Kalgoorlie WA 6430.

OFFICER RECOMMENDATION/COUNCIL RESOLUTION

Moved By: Cr Deborah Botica

Seconded By: Cr Kirsty Dellar

That Council:

1. Receive the petition; and
2. Refers the petition to the Acting Chief Executive Officer for consideration and appropriate action.

CARRIED

(8 / 0)

For:	Deputy Mayor Terrence Winner, Cr Deborah Botica, Cr Kirsty Dellar, Cr Wayne Johnson, Cr Kyran O'Donnell, Cr Carla Viskovich, Cr Richard Halse and Cr Vanessa Walker-Dunstan
Against:	Nil

8 NOTATIONS OF INTEREST

8.1 Interest Affecting Impartiality City of Kalgoorlie-Boulder Code of Conduct

Nil

8.2 Financial Interest Local Government Act Section 5.60A

Cr Kyran O'Donnell has declared a financial interest on item 14.5.3 (Approval to Award RFT - 26017 - Reconstruction of Burt Street and Lionel Street Roundabout), as he tenders on roadworks within the City.

Cr Vanessa Walker-Dunstan has declared a financial interest on item 14.6.1 (D058/26 - Telecommunications Infrastructure - 255 Hay Street, Kalgoorlie), as her eldest son works in telecommunication and networking.

8.3 Proximity Interest Local Government Act Section 5.60B

Nil

9 APPLICATIONS FOR LEAVE OF ABSENCE

9.1 Applications for Leave of Absence

Nil

9.2 Procedural Motion to Suspend Section 9.1 Standing Orders Local Law 2013

PROCEDURAL MOTION

Moved By: Cr Carla Viskovich

Seconded By: Cr Deborah Botica

That section 9.1 of the Standing Orders Local Law 2013, which requires members of Council to rise to speak, be suspended.

CARRIED

(8 / 0)

For:	Deputy Mayor Terrence Winner, Cr Deborah Botica, Cr Kirsty Dellar, Cr Wayne Johnson, Cr Kyran O'Donnell, Cr Carla Viskovich, Cr Richard Halse and Cr Vanessa Walker-Dunstan
Against:	Nil

10 ANNOUNCEMENTS BY THE PERSON PRESIDING WITHOUT DISCUSSIONS

10.1 Mayor Announcements

ADVOCACY		
Date	Participants	Purpose
5 August 2026	Minister Pastorelli	
STAKEHOLDER ENGAGEMENT		
Date	Participants	Purpose
23 July 2026	Diggers and Dealers Committee	Site Meeting prior to Diggers and Dealers
23 July 2026	CEO Selection Panel Committee	The Committee met with the Recruiter
29 July 2026	City Activation Working Group (CAWG) Meeting	
29 July 2026	Kellie Properjohn	Discussion regarding Kalgoorlie-Boulder's potential to host football match for the WAFL.
29 July 2026	Leanne Eriksenn	
29 July 2026	Anita Nathan	Discussion regarding Goldfields Community Legal Centre
31 July 2026	GVROC	Travelled to Menzies for the GVROC meeting.
3 – 5 August 2026	Diggers and Dealers	Attended various events
EVENTS		
Date	Participants	Purpose
28 July 2026	Goldfields Winter Seminar and Sundowner	Conversations around strengthening the rural health and social assistance workforce.
2 August 2026	Resources Industry Charity Sundowner	
4 August 2026	Eastern Goldfields Regional Prison 10 th Anniversary	

4 August 2026	Strategic Workshop	
5 August 2026	Walk of Fame	
5 August 2026	WesTrac Gala Dinner	
MEDIA		
Date	Participants	Purpose
27 July 2026	Interview with Associated Press	
29 July 2026	Ali Kent MP	Announcement of Western Power LED Streetlights funding.

11 CONFIRMATION OF MINUTES

OFFICER RECOMMENDATION/COUNCIL RESOLUTION

Moved By: Cr Kirsty Dellar

Seconded By: Cr Kyran O'Donnell

That the minutes of the Special Meeting of Council held on 22 July 2026 be confirmed as a true record of that meeting.

CARRIED

(8 / 0)

For:	Deputy Mayor Terrence Winner, Cr Deborah Botica, Cr Kirsty Dellar, Cr Wayne Johnson, Cr Kyran O'Donnell, Cr Carla Viskovich, Cr Richard Halse and Cr Vanessa Walker-Dunstan
Against:	Nil

OFFICER RECOMMENDATION/COUNCIL RESOLUTION

Moved By: Cr Carla Viskovich

Seconded By: Cr Vanessa Walker-Dunstan

That the minutes of the Ordinary Meeting of Council held on 20 July 2026 be confirmed as a true record of that meeting.

CARRIED**(8 / 0)**

For:	Deputy Mayor Terrence Winner, Cr Deborah Botica, Cr Kirsty Dellar, Cr Wayne Johnson, Cr Kyran O'Donnell, Cr Carla Viskovich, Cr Richard Halse and Cr Vanessa Walker-Dunstan
Against:	Nil

12 MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil

**13 URGENT BUSINESS APPROVED BY THE PERSON PRESIDING
OR BY DECISION**

Nil

14 REPORTS OF OFFICERS

PROCEDURAL MOTION

Moved By: Cr Richard Halse

Seconded By: Cr Vanessa Walker-Dunstan

That Council alters the order of business to bring forward Item 16 (Questions of Which Due Notice Has Been Given) for consideration immediately prior to Item 14 (Reports of Officers).

CARRIED

(5 / 3)

For:	Deputy Mayor Terrence Winner, Cr Deborah Botica, Cr Kirsty Dellar, Cr Richard Halse and Cr Vanessa Walker-Dunstan
Against:	Cr Wayne Johnson, Cr Kyran O'Donnell and Cr Carla Viskovich

Reason for Motion:

To ensure that the administration's formal written answers to Questions on Notice regarding commercial leases, tenders, masterplan grants, and financial performance are officially tabled on the public record before Council deliberates and votes on the corresponding officer recommendations under Section 14.

16 QUESTIONS OF WHICH DUE NOTICE HAS BEEN GIVEN

Questions from Councillor Richard Halse

Item 14.4.1 Airport Concession Licence – Terry Truck Rental

Question 1

What happens if the business objects to the new location offered by the City during terminal upgrades?

Response

The tenant would need to understand that any alternate location or footprint is subject to the City's masterplan and broader strategic requirements for the site.

If the tenant is not satisfied with the proposed alternate location or footprint, we would need to work through the matter with them and explain the rationale for the change. Ultimately, however, the City should not be constrained by the tenant's preferred location if it does not align with the approved masterplan.

Any dispute should therefore be managed through negotiation in the first instance, but the City would retain the ability to proceed with the location and footprint considered appropriate to deliver the masterplan.

Question 2

Are the car rental booths part of the 2026/27 terminal upgrades?

Response

Yes, the car hire booths are included in the airport redesign. However, the masterplan has not yet been formally endorsed by Council, so the final location and configuration may be subject to change as the masterplan progresses through the approval process.

Question 3

What is the timeline for presenting the refurbishment design plan to Council for endorsement, and what are the expected project start and completion dates?

Response

The airport terminal refurbishment is currently at the concept design stage, with the design being developed as part of the broader airport masterplan. The masterplan will be presented to Council for formal endorsement once the concept design is sufficiently progressed; however, a confirmed project commencement and completion date is not yet available and will be determined following Council endorsement and development of the detailed design and project delivery program.

Question 4

What is the minimum annual fee, and does it increase automatically each year?

Response

There is a minimum 'License Fee' total amount payable by the three vehicle hire companies under the licence arrangements. The minimum spend has been increased from \$350,000 to \$500,000 and is apportioned between the three vehicle hire companies. The \$500,000 figure was determined following advice from an independent third-party valuation company. While the 10% fee provides scaled increases, there is no annual escalation or adjustment mechanism applying to the \$500,000 minimum. The \$500,000 remains fixed for the duration of the licence.

Item 14.4.2 Accounts Payable July 2026

Question 1

How does the City check its software licenses and subscriptions regularly to avoid paying for duplicate services and ensure they are being used effectively?

Response

ICT will be conducting a review of software subscriptions across the organisation in consultation with the relevant business units. The review aims to better understand business requirements, assess licence utilisation, identify opportunities to consolidate overlapping functionality, and ensure value for money from existing subscriptions.

In addition, any new software subscription purchase is required to be discussed with ICT and Procurement before procurement occurs. This ensures appropriate due diligence is completed, including security, support, integration, contractual and value-for-money considerations.

Item 14.4.3 Statement of Financial Activity June 2026

Question 1

Regarding the \$240,000 in footpath 'savings', what actions are officers taking to ensure this budget is spent this FY?

Response

As presented to Council at the budget workshops, the Footpath Renewal Program has been finalised for the 2026/27 year and will be actioned in accordance with the Program.

Question 2

Of the \$1.1 million spent on consultants how does this correlate with the over expenditure in Employment costs?

Response

The June SOFA identifies that the City has underspent \$412k in administration general consultancy. This figure does not relate to employment costs.

Question 3

Regarding the budget overspend at Goldfields Oasis: When does the current

electricity supply contract end and can council be given a report showing the last three years of energy data?

Response

Walga Sustainable Energy Project - 01 April 2025 to 31 March 2028

Question 4

Can the City provide a breakdown of unpaid invoices overdue by 90 days or more, and let us know if there are concerns about collecting these debts?

Response

The aged debt profile includes several balances that are not traditional trade debtors. Sundry debtors incorporate ESL recoveries, recoupable legal costs on rates, rates sanitation charges and sewer/pedestal charges. Of the balances aged in excess of 90 days, approximately \$2.315 million relates directly to trade receivables.

The major outstanding debts are reported separately through ARIC for monitoring and Council awareness. Whilst recovery action continues on these balances, management has not identified any material concerns regarding recoverability at this time. Major debtor balances remain subject to ongoing review and follow-up.

Item 14.5.1 Proposed CBD Speed Limit Reductions

Question 1

Did the City receive any official requests, safety directives, or petitions from groups like the WA Police, Main Roads WA, school boards, or the local Chamber of Commerce asking for a 40 km/h speed limit across the five city center areas?

Response

As per the Agenda item:

The proposal has developed from broader engineering consideration of the CBD speed environment, initially arising through the design and road safety review undertaken for the Maritana Street and Brookman Street Black Spot project. Speed management was identified as an important road safety consideration during that project, including consideration of physical traffic calming treatments on the approaches to the intersection.

The proposal has subsequently developed into a broader CBD speed zoning assessment considering road function, surrounding land use, traffic characteristics, operating speeds, crash history, vulnerable road users and Safe System principles.

Question 2

What are the start date, expected completion date, and final budget for the Maritana and Brookman Street roundabout safety project?

Response

Once the resolution phase is complete, the design can be finalised, with completion currently estimated for Q4 2027.

Item 14.5.2 Streetlight Improvement ProgramQuestion 1

Can the City provide clarity on who owns the assets involved in the project?

Response

The majority of streetlights within the City of Kalgoorlie-Boulder are owned by Western Power. Where new streetlights are required, Western Power is typically engaged to design, construct and connect the infrastructure based on the City's requirements, the applicable lighting standards and Western Power's technical requirements.

Although the City funds the installation of these lights, ownership generally remains with Western Power after commissioning. Western Power is then responsible for ongoing maintenance activities, including replacement of faulty luminaires, repairs to damaged infrastructure and replacement of failed poles.

Question 2

Can the City clarify the deliverables resulting from the \$657,000 "Streetlight Masterplan"?

Response

The masterplan will have the following components:

Complete asset and ownership inventory*	Clarifies which assets are Western Power owned, City owned, metered, or maintained through service arrangements.
Lighting assessment** compliance	Identifies locations that meet or fall below AS/NZS 1158 requirements and relevant service expectations.
Spatial gap analysis	Maps dark spots, non-compliant road sections, pathway gaps, vegetation conflicts and high-risk pedestrian areas.
Concept designs and technical options	Tests whether each location requires LED replacement, new poles, revised layouts, vegetation management or footpath relocation.
Cost estimates and funding scenarios	Provides a factual basis for long-term financial planning, grant applications and staged capital works programming.
Risk-based prioritisation model	Enables Council to prioritise works based on safety, compliance, pedestrian activity, road function, community benefit and lifecycle cost.

Implementation roadmap	Establishes a 10-to-20-year pathway for renewal, upgrade, expansion and future smart lighting opportunities.
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* The City provides this information

** The City provides the light-level-mapping and initial assessment (as presented in the Streetlight report

The exact cost for the masterplan is not 100% fixed, as we have not entered into a contractual agreement with a subject matter expert. Quotes received fit into the approved budget.

Item 14.5.3 Burt & Lionel Street Roundabout Reconstruction

Question 1

Why is the project upgrading the central intersection to allow heavy vehicles to pass through a residential street that isn't officially designated for heavy transport?

Response

The Lionel Street/Burt Street roundabout was assessed for heavy vehicle movements as part of the swept path design. As Lionel Street is an HVS Tandem Drive 4 route, the assessment included a 12.5 m Single Unit Truck/Bus and a 26 m B-Double.

The swept path assessment confirms that the 12.5 m vehicle can negotiate the roundabout without issue. For a 26 m B-Double, the design allows the vehicle to travel over the mountable truck apron (the outer ring around the central island) where additional space is required. The roundabout is existing and its overall radius is not being changed as part of upgrade works. The truck apron is specifically designed to accommodate larger vehicles and provide a durable, low maintenance trafficable surface.

From a pavement perspective, the design adopted AADT 4960vpd, 18.8% heavy vehicles and a 40 year design traffic loading of 6.32×10^7 Equivalent Standard Axles (ESAs), which accounts for the cumulative loading from heavy vehicles over the pavement design life.

Question 2

How much of the \$1,263,000 quote from Tenderer A is set aside for the Lionel Street parking upgrades and the heavy vehicle intersection work?

Response

The tender was submitted as a lump-sum price for the complete project and does not contain a separate accepted contract value for each scope item. As a result, the City cannot definitively advise the exact dollar amount attributed by Tenderer A to either the central ring apron upgrade or the Lionel Street parking bay upgrades.

From an operational perspective, both items were assessed as relatively minor components of the overall reconstruction works, with the majority of the project cost associated with pavement reconstruction, drainage, kerbing, traffic management, service adjustments, landscaping and associated civil works.

The scope items are integrated into the overall construction methodology and pricing, meaning the cost of any individual element cannot be accurately isolated without

requesting the contractor to undertake a post-tender estimate. Such an estimate would be indicative only and was not part of the evaluation process.

Importantly, both the ring apron upgrade and parking bay improvements remain included within the recommended contract scope and will be delivered as part of the \$1.263 million contract.

Question 3

Can the City explain the price difference between the \$776,000 grant (which included traffic lights) and the \$1,263,000 current contract (which does not include them)?

Response

The State Black Spot Program is designed to contribute a proportion of project funding, not the entire cost of the works. Traffic lights were also not proposed or included within the approved application for this intersection.

Question 4

Given only one tender was received, how else have officers tested value for money?

Response

The cost estimate was completed against previous works completed to a similar nature, and reviewing the current tenders for stabilisation, asphalt and kerbing. Going out to tender was the best option and has come out better value for money compared to the current tenders in place.

Item 14.6.1 Telecommunications Tower – 255 Hay Street

Question 1

Has the applicant proven they checked other, more suitable locations (like industrial land) before choosing this site in a mixed-use area?

Response

The site has been chosen due to its proximity and direct line of site between other towers and the role they service for industry. As with any application for telecommunications their technical needs have been accepted and it would be unusual (even unlikely) for a local government to commission an independent technical review, and unlikely the applicant would provide their confidential technical data to allow such a review to be undertaken.

Question 2

State Planning Policy 5.2 (Clause 5.1.1(iv)) requires that new telecommunications infrastructure provide clear benefits to the community. Since the applicant's own documents state this tower is only for a private, closed link between two commercial sites—providing zero public network or cellular coverage—how can this project be justified under the policy?

Response

Whilst the network provides clear benefits for industry, it also provides reliable

telecommunications for a mining camp. Reliable mobile telecommunications is an expected service for business and community, and essential for individuals at the mining camp for their own social health and the health of their families. It is also essential in times of personal and civil emergencies. Additionally, while the Policy is oriented to public telecommunications infrastructure, it provides useful comparable planning principles for appropriate referencing.

Question 3

Could approving a telecommunications tower that exceeds the allowable height limit by 12 meters in a mixed-use zone create an undesirable precedent?

Response

As the proposal for the lattice tower is driven by the specific need for sight-to-sight telecommunications, giving it unique attributes, it is unlikely that the approval would set an undesirable precedent for the area.

Question 4

Can the landowner enter into commercial agreements to allow other private businesses to use the tower?

Response

If approved by Council, the approval will specifically relate to the plans as lodged and stamped. Any proposed amendments including the addition of infrastructure for other commercial entities will need to be submitted to Council as an amendment to the approval.

Item 14.6.2 City Grants Program

Question 1

What specific goals and deadlines will be included in the grant agreements for the Sprintcar and Theatre projects before the City releases the money?

Response

In accordance with the Officer Recommendation, Council is being asked to:

2. Authorise the Chief Executive Officer to establish key performance indicators (KPIs) and reporting requirements for each project, for inclusion in the relevant funding agreements and oversight by City officers.
3. Authorise the Chief Executive Officer to execute funding agreements with successful recipients on terms satisfactory to the City, including KPIs, acquittal requirements, funding conditions, reporting obligations, and relevant project timeframes.

In line with the Officer Recommendation the development of KPI's and deadlines are operational in nature and undertaken by officers.

General Business

Question 1

What is the process for ensuring that answers to questions asked at meetings are

shared with all elected members and made available to the public?

Response

The response to questions taken on notice is provided to all Elected Members through Docs on Tap prior to the Ordinary Council Meeting. This ensures that all elected members have access to the same information.

There is no specific legislative requirement for every response to an elected member question taken on notice to be separately published on the City's website. Where a response constitutes a report or document that is required to be publicly available under the Act, it will be published in accordance with those requirements. Otherwise, the response is retained as a City record and made available to elected members through Docs on Tap.

14.1 Chief Executive Officer

Nil

14.2 Governance and Organisational Strategy

Nil

14.3 Advocacy and Strategy

Nil

14.4 Corporate and Commercial

14.4.1 Terry Truck Rental - Airport

Responsible Director:	Nicole Ilsley Acting Director Corporate and Commercial
Responsible Business Unit:	Corporate and Commercial
Disclosure of Interest:	Nil
Voting Requirements:	Simple
Nature of Council's Role in Decision-Making:	Executive Strategic
Attachments:	Nil

SUMMARY STATEMENT

Council approval is sought to enter into a new licence agreement with Terry Truck Rentals Pty Ltd (ACN 008 790 323), trading as Hertz, for the continued use of a portion of the Kalgoorlie-Boulder Airport Terminal located on Reserve 42198.

It is recommended that a new licence be granted for a term of five (5) years, with an option to renew for a further five (5) year term.

REPORT

Reserve 42198 forms part of the Kalgoorlie-Boulder Airport and is vested in the City of Kalgoorlie-Boulder for airport purposes under a Vesting Order dated 4 August 1992. The City is empowered under the *Land Administration Act 1997* to grant licences over portions of the Reserve with the approval of the Minister for Lands.

The City proposes to grant a new licence agreement to Terry Truck Rentals Pty Ltd, trading as Hertz, for the continued operation of vehicle hire services from a defined portion of Reserve 42198 within the Airport Terminal.

The licence will be issued on standard commercial terms consistent with those applying to other vehicle hire operators at the Airport, ensuring appropriate operational, management and regulatory compliance arrangements.

Licence Terms

The licence fee will be calculated at 10% of Gross Airport-Derived Turnover or the Licensee's proportion of the Minimum Licence Fee, whichever is greater, plus GST. This method of calculation is consistent with the commercial arrangements applying to other vehicle hire operators at the Airport.

The proposed licence will be issued for a term of five years, with an option for a further five-year term. The licensed area will be used by Hertz for the operation of vehicle hire services.

The proposed licence preserves the City's ability to relocate the licensee to an alternative area of approximately equivalent size and function where required to facilitate repairs, alterations, redevelopment or improvements to the Airport Terminal.

Local public notice of the proposed licence is required under section 3.58 of the *Local Government Act 1995* and will be given following Council endorsement. The licence is also subject to approval by the Minister for Lands under the *Land Administration Act 1997* and will not be executed until the public notice process has been completed and Ministerial approval obtained.

INTERNAL CONSULTATION

The City's Planning Department has been consulted regarding the proposed licence. The Department has confirmed that the existing and ongoing use of the premises for vehicle hire complies with the applicable land use classification and zoning requirements for Reserve 42198. The activity is consistent with the intended airport and ancillary land uses and is considered an appropriate and compatible use of the site under the licence.

The Airport has been consulted regarding the proposed licence and has confirmed that the arrangement is consistent with the Airport's operational and commercial requirements.

The proposed licence agreement has been prepared in consultation with the City's legal advisers.

COUNCIL CONSULTATION

There has been no prior consultation with Council on the recommendations outlined in this report.

COMMUNITY ENGAGEMENT CONSULTATION

No community consultation was considered necessary in relation to the recommendations of the report.

Local public notice of the proposed licence will be given as outlined under Public Consultation below.

PUBLIC CONSULTATION

Public notice of the proposed licence will be given following Council endorsement and before the licence is finalised.

Requirement: Section 3.58 of the *Local Government Act 1995* requires local public notice to be given of the proposed disposition of property.

Duration: 14 Days.

Method: Public notice of the proposed licence will be given for a period of 14 days through the City's website, local newspaper and social media. The notice will include details of the proposed licensee, licence term and licence fee.

BUDGET IMPLICATIONS

The anticipated licence fee income has been incorporated into the 2026/27 financial year budget.

STATUTORY IMPLICATIONS

Local public notice of the proposed licence will be given in accordance with section 3.58 of the *Local Government Act 1995*.

Ministerial approval will be sought for the licence under section 18 of the *Land Administration Act 1997*.

POLICY IMPLICATIONS

There are no policy implications resulting from the recommendations of this report.

COMMUNITY STRATEGIC PLAN LINKS

This report links to the Strategic Community Plan through the following Guiding Theme/s:

Vibrant local economy and businesses - Lead and enable opportunities for businesses to thrive

Vibrant local economy and businesses - Integrated planning for current and future business needs

Vibrant local economy and businesses - Position the city for future economic diversification and growth

STRATEGIC CONTEXT

The proposed licence aligns with the City's strategic objectives to support a vibrant local economy and enable business growth within key infrastructure assets, such as the Kalgoorlie-Boulder Airport. Facilitating the continued operation of Hertz supports the delivery of essential transport services for residents, visitors and businesses, contributing to the overall accessibility and attractiveness of the City as a regional hub.

The proposal also aligns with the City's commitment to effective management of its commercial assets and to ensuring fair, transparent and sustainable use of Airport facilities. By maintaining partnerships with reputable commercial operators, the City continues to enhance the operational efficiency of the Airport and strengthen its role as a catalyst for regional economic development and diversification.

The proposed licence also preserves the City's ability to undertake future works and respond to changing operational requirements at the Airport. Where required to facilitate repairs, alterations, redevelopment or improvements to the Airport Terminal, the City may relocate the licensee to an alternative area of approximately equivalent size and function. This ensures that the licence does not constrain future works or the ongoing development of the Airport.

RISK ASSESSMENT

	Assessment of consequence	Assessment of likelihood	Comments on Council's tolerance for any related risk, and controls where outside of tolerance
Health/injury	Minor	Unlikely	Council has a low tolerance for health and safety risks to staff, contractors and the public. The licence conditions will ensure the risk remains within Council's acceptable tolerance.
Financial loss	Minor	Rare	Council has a moderate tolerance for financial risk associated with commercial arrangements. The licence fee structure and associated licence conditions minimise the likelihood of default or financial loss.
Legislative breach	Moderate	Unlikely	Local public notice will be given in accordance with section 3.58 of the <i>Local Government Act 1995</i> , and Ministerial approval will be obtained under the <i>Land Administration Act 1997</i> before the licence is executed, keeping this risk within tolerance.
Reputational damage	Minor	Unlikely	Hertz is a recognised national vehicle hire operator and the proposed licence is consistent with other approved commercial arrangements at the Airport.

Overall, the risk associated with granting the licence to Terry Truck Rentals Pty Ltd, trading as Hertz, is assessed as low and within Council's acceptable tolerance levels across all categories. Existing controls, including the City's licence management processes, planning compliance, public notice and Ministerial approval requirements, provide sufficient mitigation to ensure any residual risks are appropriately managed. No exceptional risks have been identified that would prevent the licence from proceeding.

OFFICER RECOMMENDATION

That Council:

1. Approves, subject to completion of the public notice process under section 3.58 of the *Local Government Act 1995* and receipt of the written approval of the Minister for Lands, entering into a licence agreement with Terry Truck Rentals Pty Ltd (ACN 008 790 323), trading as Hertz, for the use of a portion of Reserve 42198 at the Kalgoorlie-Boulder Airport for the continued operation of a motor vehicle hire business, for a term of five (5) years with an option to renew for a further five (5)-year term..
2. Notes that the licence fee will be calculated at 10% of Gross Airport-Derived Turnover or Terry Truck Rentals Pty Ltd's proportion of the Minimum Licence Fee, whichever is greater, plus GST.
3. Authorises the Chief Executive Officer to give local public notice of the proposed disposition in accordance with section 3.58 of the *Local Government Act 1995*.
4. Subject to no submissions being received during the public notice period, authorises the Chief Executive Officer to negotiate and finalise the terms of the licence agreement consistent with the City's standard licence conditions, operational requirements and regulatory obligations for Airport land.
5. Notes that, if any submissions are received, a further report will be presented to Council for consideration before the licence agreement is finalised.
6. Authorises the Mayor and Chief Executive Officer to affix the Common Seal to the licence agreement in accordance with section 9.49A of the *Local Government Act 1995*, following completion of the public notice process and receipt of approval from the Minister for Lands under section 18 of the *Land Administration Act 1997*.

PROCEDURAL MOTION

Moved By: Cr Richard Halse

Seconded By: Cr Vanessa Walker-Dunstan

That Council adjourns consideration of Item 14.4.1 to the September/October 2026 Ordinary Council Meeting, and refers the matter back to the administration to provide a revised report including the full proposed draft lease agreement, explicitly clarifying:

1. Responsibilities for tenant fitouts and full indemnification for relocation in the event of future terminal developments;
2. Annual price ratchet mechanisms or escalation terms; and

3. Termination clauses coordinated with the upcoming Airport Masterplan.

LOST

(4 / 4)

The mover of the motion advised that the procedural motion is raised as Council is being requested, under Section 3.58 of the Local Government Act 1995, to dispose of property for a term of up to 10 years without being provided the draft lease agreement. Adjourning the item ensures Council can review the actual contractual terms and indemnities to protect ratepayers from tenant fitout compensation exposure during upcoming terminal refurbishments.

For:	Deputy Mayor Terrence Winner, Cr Deborah Botica, Cr Richard Halse and Cr Vanessa Walker-Dunstan
Against:	Cr Kirsty Dellar, Cr Wayne Johnson, Cr Kyran O'Donnell and Cr Carla Viskovich
Casting Vote Against	Deputy Mayor Terrence Winner

AMENDED RECOMMENDATION/COUNCIL RESOLUTION

Moved By: Cr Carla Viskovich

Seconded By: Cr Kirsty Dellar

That Council:

1. Approves, subject to completion of the public notice process under section 3.58 of the *Local Government Act 1995* and receipt of the written approval of the Minister for Lands, entering into a licence agreement with Terry Truck Rentals Pty Ltd (ACN 008 790 323), trading as Hertz, for the use of a portion of Reserve 42198 at the Kalgoorlie-Boulder Airport for the continued operation of a motor vehicle hire business, for a term of five (5) years with an option to renew for a further five (5)-year term..
2. Notes that the licence fee will be calculated at 10% of Gross Airport-Derived Turnover or Terry Truck Rentals Pty Ltd's proportion of the Minimum Licence Fee, whichever is greater, plus GST.
3. Authorises the Chief Executive Officer to give local public notice of the proposed disposition in accordance with section 3.58 of the *Local Government Act 1995*.
4. Subject to no submissions being received during the public notice period, authorises the Chief Executive Officer to negotiate and finalise the terms of the licence agreement consistent with the City's standard licence

conditions, operational requirements and regulatory obligations for Airport land.

5. Notes that, if any negative submissions are received, a further report will be presented to Council for consideration before the licence agreement is finalised.
6. Authorises the Mayor and Chief Executive Officer to affix the Common Seal to the licence agreement in accordance with section 9.49A of the *Local Government Act 1995*, following completion of the public notice process and receipt of approval from the Minister for Lands under section 18 of the *Land Administration Act 1997*.

CARRIED

(6 / 2)

For:	Deputy Mayor Terrence Winner, Cr Deborah Botica, Cr Kirsty Dellar, Cr Wayne Johnson, Cr Kyran O'Donnell and Cr Carla Viskovich
Against:	Cr Richard Halse and Cr Vanessa Walker-Dunstan

6:35pm - Point of Order

Cr Halse raised a Point of Order in relation to Cr Dellar, noting that Cr Dellar had not attended the briefing and may not have had an opportunity to read and consider the report.

Cr Viskovich raised a Point of Order seeking clarification as to the specific basis of the Point of Order raised by Cr Halse.

The Deputy Mayor ruled that the matter raised did not constitute a Point of Order under the Standing Orders.

14.4.2 Accounts Payable Report July 2026

Responsible Director:	Nicole Ilsley Acting Director Corporate and Commercial
Responsible Business Unit:	Finance
Disclosure of Interest:	Nil
Voting Requirements:	Simple
Nature of Council's Role in Decision-Making:	Legislative
Attachments:	1. DIRECT DEBIT PAYMENTS JULY 2026 [14.4.2.1 - 1 page] 2. CREDIT CARD PAYMENTS JULY 2026 [14.4.2.2 - 2 pages] 3. FUEL CARD PAYMENTS JULY 2026 [14.4.2.3 - 8 pages] 4. CHEQUE PAYMENTS JULY 2026 [14.4.2.4 - 1 page] 5. EFT MUNICIPAL PAYMENTS JULY 2026 [14.4.2.5 - 16 pages]

SUMMARY STATEMENT

Council is asked to receive the list of payments made from the Municipal and Trust funds including a summary report of the Corporate Credit Card transactions and other purchasing cards incurred by authorised card holders.

REPORT

The Chief Executive Officer (CEO) has been delegated the power to make payments from the Municipal and Trust funds in accordance with budget allocations. The City provides payment facilities to suppliers either by cheque, electronic funds transfer (EFT), direct debit, credit card or fuel card.

Attached to this report are the lists of all EFT and cheque payments made during the month of July 2026 and a list of corporate credit card transactions and fuel card transactions by card holder of the same period totalling \$9,546,525.09.

Municipal EFT	\$ 8,150,631.19
Municipal Cheque	\$ 124.40
Direct Debit	\$ 1,358,685.83
Credit Cards	\$ 25,037.84
Fuel Card	\$12,045.83
Grand Total	\$9,546,525.09

The below figures provide an overview of the City's spending in the last six months along with a comparison to the same month in the previous financial year.

Figure A - Total Monthly Expenditure January 2026 to Date

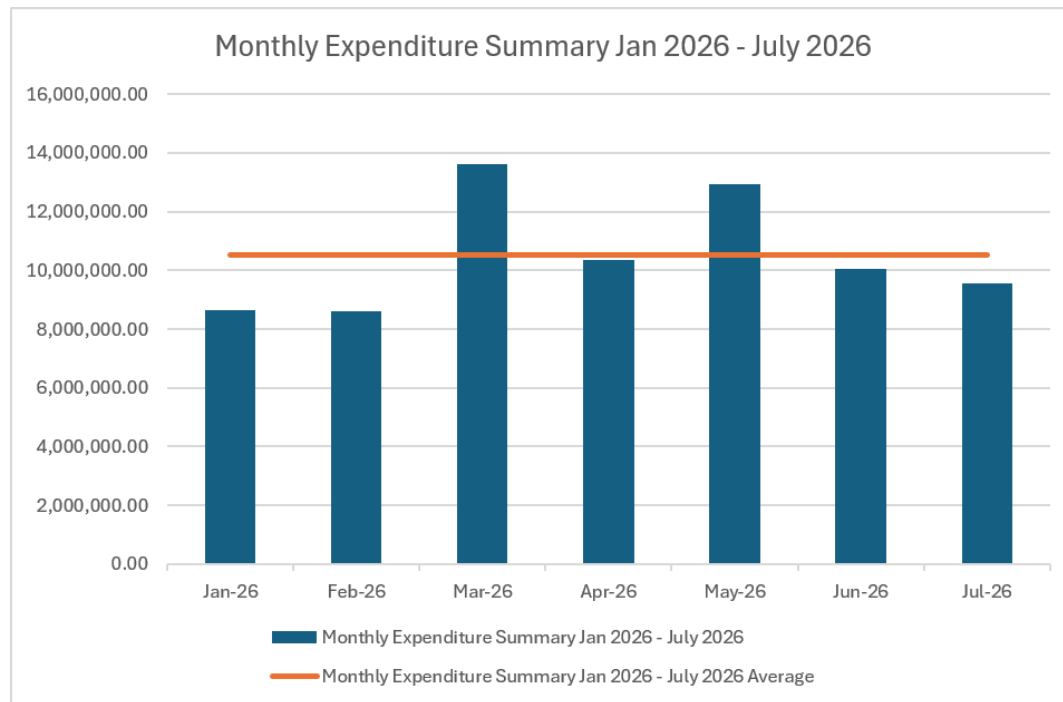
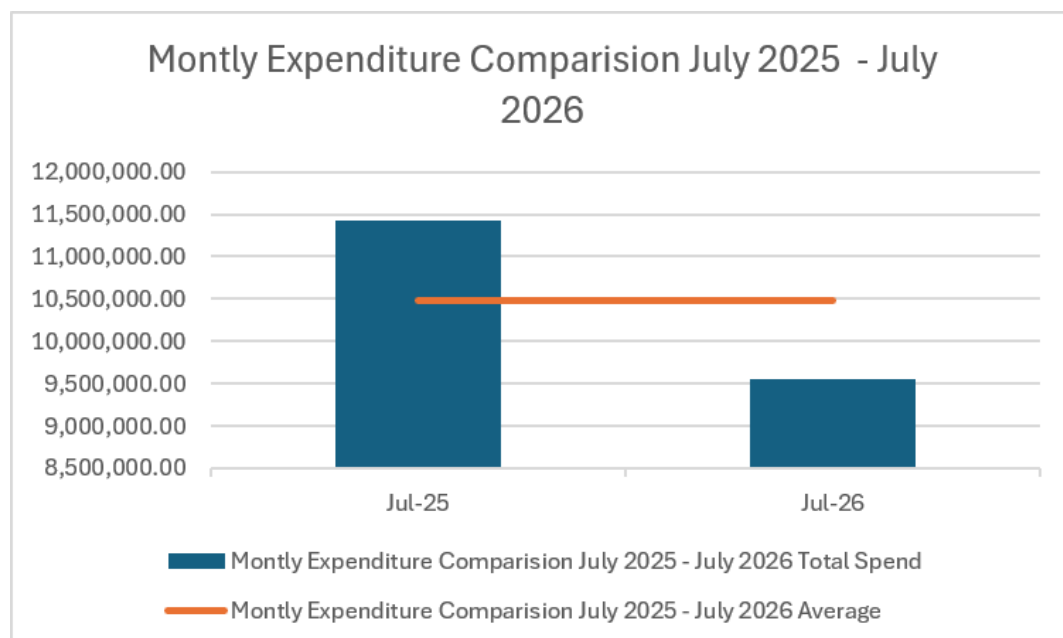


Figure B - Month Comparison to Previous FY



INTERNAL CONSULTATION

No internal consultation was considered necessary in relation to the recommendations of the report.

COUNCIL CONSULTATION

Council adopted the 2026/27 annual budget at the 06 July 2026 Special Council Meeting. No further Council consultation was considered necessary in relation to the recommendations of the report.

COMMUNITY ENGAGEMENT CONSULTATION

No community consultation was considered necessary in relation to the recommendations of the report.

BUDGET IMPLICATIONS

There are no financial implications resulting from the recommendations of this report.

STATUTORY IMPLICATIONS

The Accounts Payable for the Month of July 2026 has been prepared in accordance with the requirements of the *Local Government (Financial Management) Regulations 1996*.

POLICY IMPLICATIONS

All purchases by authorised officers are to be completed in accordance with the Purchasing Policy.

COMMUNITY STRATEGIC PLAN LINKS

This report links to the Strategic Community Plan through the following Guiding Theme/s:

Strong organisation empowered to lead - Ensuring well informed, strategic and sustainable decision making

STRATEGIC CONTEXT

Provision of the list of payments, while a statutory requirement, also supports open and accountable governance.

RISK ASSESSMENT

Council's decision to adopt this report is considered a low risk due to:

1. Segregation of duties;
2. Varying levels of delegated financial authority dependent on level and role; and
3. The City's internal management processes.

Council has a moderate tolerance in relation to Long Term Financial Sustainability. The most significant risk in relation to this payment is misreporting of it, which is controlled through various organisational mechanisms including financial systems and processes and oversight by the Executive Leadership Team.

OFFICER RECOMMENDATION

That Council receive the list of payments totalling \$9,546,525.09 as presented for the month of July 2026

ALTERNATIVE RECOMMENDATION

Moved By: Cr Richard Halse

Seconded By:

That Council:

1. Receive the list of payments totalling \$9,546,525.09 as presented for the month of July 2026; and
2. Directs the Chief Executive Officer to present an ICT Software Subscription & Licencing Audit report to the Audit and Risk Committee by Q2 2026/27, identifying duplicate services, underutilised software, and targeted annual cost savings.

WITHDRAWN

OFFICER RECOMMENDATION/COUNCIL RESOLUTION

Moved By: Cr Carla Viskovich

Seconded By: Cr Kirsty Dellar

That Council receive the list of payments totalling \$9,546,525.09 as presented for the month of July 2026

CARRIED

(7 / 0)

For:	Deputy Mayor Terrence Winner, Cr Kirsty Dellar, Cr Wayne Johnson, Cr Kyran O'Donnell, Cr Carla Viskovich, Cr Richard Halse and Cr Vanessa Walker-Dunstan
Against:	Nil

Cr Botica left the chamber at 6:45pm.

14.4.3 Statement of Financial Activity June 2026

Responsible Director:	Nicole Ilsley Acting Director Corporate and Commercial
Responsible Business Unit:	Finance
Disclosure of Interest:	Nil
Voting Requirements:	Simple
Nature of Council's Role in Decision-Making:	Legislative
Attachments:	1. Monthly Financial Report June 2026 [14.4.3.1 - 33 pages]

SUMMARY STATEMENT

Council is asked to receive the June 2026 monthly Statement of Financial Activity.

REPORT

In accordance with regulation 34 of the *Local Government (Financial Management) Regulations 1996* (the Regulations), the City is to prepare a monthly Statement of Financial Activity for approval by Council. Attached is the completed Statement of Financial Activity for the period ending 30 June 2026.

The Statement of Financial Activity provides Elected Members with a high-level oversight of operating and capital revenues and expenditures. It is also intended to link operating results with balance sheet items and reconcile with the end of month balances.

In accordance with the Regulations, a report must be compiled on variances greater than the percentage agreed by Council which is currently plus (+) or minus (-) 5% or \$100,000, whichever is the greater.

For the period 1 July 2025 to 30 June 2026:

- Income is under budget by (5.76%); and
- Expenditure is under budget by 1.91%.

Commentary in relation to these variances is provided at nature and type level. A nil variance means that the year-to-date actual value is identical to the year-to-date budget estimate. Comments are therefore provided where the variances value is >5% and >\$100,000 under or over budget.

SUMMARY OF MATERIAL VARIANCES

Revenue from operating activities

Description	Comment	Variance \$	Variance %	Nature of Variance
Grants, subsidies	Street Lighting Subsidy funding (\$1.4m) received	(\$1,454,326)	(11.92%)	Timing

and contributions	during the year Phase 1 completed with Phase 2 carried forward to budget for 26/27. Community-Led Support Fund (\$608k), Alcohol & Other Drug Treatment Services Fund (\$427k) as well as Boulder Camp Consultation (\$243k) below expectation of income due to delays in Federal Government approvals. Received an additional \$1.16m in Federal Assistance Grants (FAGs) than forecasted.			Permanent
Fees and charges	Airport Passenger income recorded an unfavorable variance of (\$3.4m). Sewer headworks charges fell short of income targets by (\$1.6m).	(\$5,062,963)	(8.01%)	Permanent
Interest Revenue	Interest income was below target due to timing differences associated with transfers into and out of reserves and investments.	(\$190,266)	(8.70%)	Permanent
Other revenue	Reimbursement of rates-related legal charges was (\$225k) below the budgeted target, while airport lease rental income less than budget by (\$236k). These unfavorable variances were partially offset by stronger-than-budgeted performance across other income streams, including the Golf Course Food income at \$108k.	(\$304,126)	(3.19%)	Permanent

Profit on asset disposals	Reflects the timing of asset sales and differences between the actual assets sold and those assumed in the budget, resulting in lower profits than anticipated.	(\$38,185)	(6.64%)	Permanent
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Expenditure from operating activities

Description	Comments	Variance \$	Variance %	Nature of Variance
Employee costs	Employee costs were above budget at 30 June, primarily reflecting employee benefit accruals recognized at year end.	(\$1,868,085)	(4.53%)	Permanent
Materials and Contracts	Net savings in materials & contracts, notably - Admin general expenditure has not met expected thresholds by \$1.53m including ICT/IM equipment & managed services underspent by \$1.12m & general consultancy underspent by \$412k. Landfill & waste collection contracts recorded less than expected spending threshold by \$675k as well as other waste management initiatives fell short by \$312k. Net savings in Sewerage maintenance & operational expenditure by \$231k. Net savings in Depot civil maintenance spending across roads & footpaths for \$629k. Lower than budgeted spend on Other Welfare projects including	\$5,192,008	14.29%	Permanent

	Boulder Camp consultation \$243k, Alcohol and Other Drug treatment services \$103k as well as Job Support Hub \$85k. Less than expected spending on Airport passenger security screening contracts by \$559k. Net savings of \$164k in airport operational expenditure.			
Contributions, donations & subsidies	Lower than budgeted spending on Community led support fund programs due to delays in Federal Government approvals of \$642k as well as other initiatives.	\$781,312	15.59%	Permanent
Utility charges	Oasis recorded overspending in utilities by (\$230k), notably for gas (\$105k) & electricity at (\$108k). Golf course recorded a net over spent (\$122k) primarily by way of effluent water usage (\$80k) and electricity at (\$43k). Parks & gardens by way of Water usage was overspent at net (\$84k).	(\$459,776)	(9.23%)	Permanent
Depreciation	Depreciation allocated to Other Rec & Sport over budget by (\$476k) spanning Youth Precinct (\$149k), new parks & ovals lighting (\$91k) as well as footpath additions during the year. Similarly, depreciation recorded was over budget for Roads construction by (\$322k), plant replacement by	(\$1,260,453)	(4.54%)	Permanent

	(\$156k), Sewer pipeline works (\$115k) as well as admin building & HVAC works by (85k).			
Finance costs	The variance in finance costs is primarily attributable to interest repayments on Loan 356 obtained during the financial year.	(\$240,805)	(13.13%)	Permanent
Other expenditure	Lower than budgeted admin & overhead allocation, notably to town planning, with impact offset by lower internal expense allocation to other areas.	\$194,426	9.19%	Permanent
Non-cash amounts excluded from operating activities	Adjustments to revenue and expenses for depreciation, profit and loss on sale of assets and adjustments to provisions.	\$3,642,603	13.97%	Permanent

Inflows from investing activities

Description	Comments	Variance \$	Variance %	Nature of Variance
Proceeds from capital grants, subsidies and contributions	Grants for Kitchener Cutline Road by way of DRFAWA for (\$2.6m) & MRWA (\$1m) not received as of 30 June. The project has been postponed to the next financial year.	(\$3,269,452)	(15.12%)	Permanent
Proceeds from disposal of assets	Funds received for assets auctioned or traded.	\$146,585	21.56%	Permanent
Proceeds from financial assets at amortised cost – self supporting loans	This figure represents SSL repayments received, which are offset against payments made toward SSL	\$128,354	0.00%	Permanent

	borrowings under financing activities.			
Proceeds on disposal of financial assets at fair value through profit and loss	The variance relates to capital grant funding that was incorrectly classified as proceeds on disposal of financial assets at fair value through profit or loss. The corresponding amount is reflected within capital grant revenue, resulting in no impact on total income.	(\$1,253,690)	(100.00%)	Permanent

Outflows from investing activities

Description	Comments	Variance \$	Variance %	Nature of Variance
Payments for investment property	Annual renewal works for endowment block completed for the year with net savings of \$31k.	\$31,654	5.92%	Permanent
Right of use assets recognized	Leases on Golf Carts extended to 01/08/2028, resulting in an increase in the value of right of use assets.	(\$229,430)	0.00%	Permanent
Payments for property, plant and equipment	<i>Buildings</i> Oasis changerooms underspent by \$608k, rolled over to next financial year. Similarly recorded for Oasis outdoor pool planned expenditure by \$257k & Events Pavillion by \$393k. Oasis pool repairs, works related to extension of life, of \$278k postponed to	\$3,272,895	11.45%	Timing

	following financial year. Renewal works budgeted for Peppercorn Lease buildings \$100k & Asbestos removal for public halls \$50k remained unspent during the year. <i>Plant & Equipment</i> \$761k rolled over to next financial year as delivery of 3x tipper trucks were delayed. An unspent budget of \$120k meant for installation of cameras on Safer Streets Vehicles, postponed to next financial year. Other unspent plant & equipment budgets of \$104k for other community amenities, \$100k for Kalgoorlie Town Hall and \$50k for Depot hand-held radios. <i>Furniture & Equipment</i> CCTV Expansion project underspent by \$339k.			
Payments for construction of infrastructure	Kitchener Cutline Road works remained incomplete during the year at \$3.4m (linked to grants). Other rural roads recorded lower than budgeted spending \$1.84m - being Trans access at \$1.26m, Bulong Rd at \$378k, Kurnalpi Pinjin Rd at \$194k. City roads works at Black	\$11,123,460	22.91%	Timing

	St \$352k postponed to following financial year. Sewerage infrastructure works recorded lower than budgeted spending at \$3m covering IDEA plant works at \$628k, new lagoon construction at \$1.9m & internal road upgrade at \$250k - rolled over to next financial year. Less than budgeted spending for Golf Course Dam \$591k due to project being deferred to next FY. LED Park light replacement program recorded underspending at \$212k for the year, with the project continuing into the next financial year. Drainage construction underspent at \$273k similar to effluent water pipeline upgrades at \$247k. LED Street Lighting Upgrade & Laneway construction postponed \$200k. Capital works at the landfill were underspent by net \$137k.			
Non-cash amounts excluded from investing activities	Movement in lease liability (right of use asset) will be recognized monthly over the remaining lease term to 01/08/2028.	\$229,430	0.00%	Permanent

Inflows from financing activities

Description	Comments	Variance \$	Variance %	Nature of Variance
Leases liabilities recognized	Leases on Golf Carts extended to 01/08/2028, resulting in an increase in the value of lease liability.	\$229,430	0.00%	Permanent
Proceeds from new borrowings	Deferral of planned borrowings for the Golf Course Dam (\$750k) and Sewerage project (\$2.0m), which were not drawn down during the budget period as originally anticipated.	(\$2,750,000)	(9.43%)	Permanent

Outflows from financing activities

Description	Comments	Variance \$	Variance %	Nature of Variance
Repayment of borrowings	Primarily related to repayment of new loans 356 and 357.	(\$506,854)	(36.67%)	Permanent
Transfers to reserves	Timing of physical cash transfers between Muni bank account and reserve bank account will be actioned as required.	\$427,994	21.00%	Permanent
Non-cash amounts excluded from financing activities	Movement in lease liability will be recognized monthly over the remaining lease term to 01/08/2028.	(\$229,430)	0.00%	Permanent

INTERNAL CONSULTATION

The finance department consult with the Management Team on a regular basis to provide commentary on variances between actual and budgeted figures.

COUNCIL CONSULTATION

Council adopted the 2025/26 annual budget at the 21 July 2025 Ordinary Council Meeting.

Council also adopted changes to the annual budget in the mid-year review at the 16 March 2026 Ordinary Council Meeting.

No further Council consultation was considered necessary in relation to the recommendations of the report.

COMMUNITY ENGAGEMENT CONSULTATION

No community consultation was considered necessary in relation to the recommendations of the report.

BUDGET IMPLICATIONS

There are no financial implications resulting from the recommendations of this report.

STATUTORY IMPLICATIONS

There are no statutory implications resulting from the recommendations of this report.

POLICY IMPLICATIONS

There are no policy implications resulting from the recommendations of this report.

COMMUNITY STRATEGIC PLAN LINKS

This report links to the Strategic Community Plan through the following Guiding Theme/s:

EMPOWERED: We ensure considered decision making based on collaborative, transparent and accountable leadership.

CAPABLE: We will have the resources to contribute to our community and economy.

STRATEGIC CONTEXT

Provision of the monthly financial report, while a statutory requirement, also supports open and accountable governance.

RISK ASSESSMENT

Council's decision to adopt this Statement of Financial Activity is considered a low risk due to:

1. Segregation of duties;
2. Varying levels of delegated financial authority dependent on level and role; and
3. City's internal management processes.

Council has moderate tolerance in relation to Long Term Financial Sustainability.

The most significant risk in relation to this payment listing is misreporting of it which is controlled through various organisational mechanisms including financial systems and processes.

OFFICER RECOMMENDATION

That Council receive the Statement of Financial Activity for the period ending 30 June 2026.

Cr Botica returned to the chamber at 6:49pm.

ALTERNATIVE RECOMMENDATION

Moved By: Cr Richard Halse

Seconded By: Cr Carla Viskovich

That Council:

1. Receive the Statement of Financial Activity for the period ending 30 June 2026; and
2. Directs the Chief Executive Officer to present a Financial Remediation & Capital Project Delivery Action Plan to the October 2026 Ordinary Council Meeting.

LOST

(2 / 6)

The mover of the motion advised that the reason for the alternative motion in accordance with r.11(da) of the Local Government (Administration) Regulations 1996 is to ensure executive accountability and establish an actionable delivery remediation plan addressing major end-of-year operational and capital variances, including maintenance underspends, aged debtors, and airport revenue forecasts.

For:	Deputy Mayor Terrence Winner and Cr Richard Halse
Against:	Cr Deborah Botica, Cr Kirsty Dellar, Cr Wayne Johnson, Cr Kyran O'Donnell, Cr Carla Viskovich and Cr Vanessa Walker-Dunstan

Cr Viskovich moved that in accordance with City of Kalgoorlie-Boulder Standing Orders Local Law 2013 Part 11, Section 11.1 (d), the question be now put. The Deputy Mayor acknowledged the procedural motion and proceeded to put the substantive motion to vote.

OFFICER RECOMMENDATION/COUNCIL RESOLUTION

Moved By: Cr Carla Viskovich

Seconded By: Cr Kirsty Dellar

That Council receive the Statement of Financial Activity for the period ending 30 June 2026.

CARRIED

(5 / 3)

For:	Deputy Mayor Terrence Winner, Cr Kirsty Dellar, Cr Wayne Johnson, Cr Kyran O'Donnell and Cr Carla Viskovich
Against:	Cr Deborah Botica, Cr Richard Halse and Cr Vanessa Walker-Dunstan

14.5 Engineering

14.5.1 Speed Limit Changes on Kalgoorlie And Boulder CBD

Responsible Director:	Lui Camporeale Director of Engineering
Responsible Business Unit:	Engineering
Disclosure of Interest:	Nil
Voting Requirements:	Simple
Nature of Council's Role in Decision-Making:	Executive Strategic
Attachments:	1. DETAILED CRASH HISTORY BURT STREET BOULDER CBD [14.5.1.1 - 3 pages] 2. 05- S-272 PROPOSED SPEED ZONING PLAN - R 3 [14.5.1.2 - 2 pages] 3. DETAILED CRASH HISTORY BURT STREET BOULDER CBD [14.5.1.3 - 3 pages] 4. DETAILED CRASH HISTORY SELECTED ROADS KALGOORLIE CBD [14.5.1.4 - 28 pages]

SUMMARY STATEMENT

Council is asked to endorse the proposed 40 km/h speed zoning for the purpose of community and stakeholder consultation on selected roads within the Kalgoorlie and Boulder Central Business Districts (CBDs), as shown on Drawing No. 05-S-272 Proposed Speed Zoning Plan.

The proposal has developed from broader engineering consideration of the CBD speed environment, initially arising through the design and road safety review undertaken for the Maritana Street and Brookman Street Black Spot project. Speed management was identified as an important road safety consideration during that project, including consideration of physical traffic calming treatments on the approaches to the intersection.

The proposal has subsequently developed into a broader CBD speed zoning assessment considering road function, surrounding land use, traffic characteristics, operating speeds, crash history, vulnerable road users and Safe System principles.

Subject to Council endorsement, the City will undertake community and stakeholder consultation over an approximately two-month period, including consultation with Main Roads Western Australia (MRWA) and Western Australia Police Force (WA Police). The consultation outcomes and further technical assessment, including consideration of travel time and network operational impacts, will be presented to Council for final consideration at the October 2026 Ordinary Council Meeting.

REPORT

The City has undertaken an engineering review of the speed environment within the Kalgoorlie and Boulder CBDs to identify opportunities to improve road safety and establish a more consistent operating speed environment that reflects the function, surrounding land use and level of roadside activity within these commercial centres.

The initiative was informed, in part, by engineering design and road safety considerations arising from the Maritana Street and Brookman Street Black Spot project. During development of that project, management of vehicle approach speeds was identified as an important road safety consideration, and physical traffic calming treatments, including speed cushions on the approaches to the roundabout, were considered as part of the design response.

While physical vertical traffic calming can be effective in reducing vehicle speeds at specific locations, its application requires consideration of the broader operating environment, including heavy and commercial vehicles, emergency and service vehicles, public transport, noise, maintenance and driver comfort. Accordingly, rather than relying solely on localised physical traffic calming, the City considered whether a lower and more consistent posted speed environment could provide a broader speed management response across the CBD activity areas.

This consideration subsequently developed into a broader CBD speed zoning review rather than being limited to the Maritana Street/Brookman Street intersection. The review considered:

- road hierarchy and function
- surrounding land use
- pedestrian and cyclist activity
- public transport
- traffic volumes
- measured operating speeds
- crash history
- intersection density
- parking and loading activity
- property access movements
- Safe System principles

The review identified that the existing posted speed limits comprise a combination of 50 km/h and 60 km/h speed zones. Brookman Street, Egan Street and Burt Street currently operate under a 50 km/h speed limit, while Maritana Street and Hannan Street operate under a 60 km/h speed limit. Although these limits are generally consistent with the broader urban road environment, the subject roads function through established commercial activity areas where motorists regularly interact with pedestrians, cyclists, public transport, on-street parking, loading activities, property accesses and closely spaced intersections.

Available traffic surveys indicate that the affected roads carry moderate to high traffic volumes associated with an urban commercial environment. Maritana Street records an Average Daily Traffic (ADT) of approximately 11,245 vehicles per day with an 85th percentile speed of 52.7 km/h; Brookman Street records an ADT of approximately 5,100 vehicles per day with an 85th percentile speed of 50.6 km/h; Egan Street approximately 5,240 vehicles per day with an 85th percentile speed of 47.2 km/h; and

Burt Street approximately 4,566 vehicles per day with an 85th percentile speed of 49.9 km/h.

The traffic data demonstrates differing operating characteristics across the CBD network. The proposed speed zoning is therefore not based solely on existing operating speeds, but on a broader assessment of road function and the interaction between traffic volumes, vulnerable road users and the surrounding environment, including pedestrian crossing activity, cyclists, public transport, turning vehicles, parking and loading manoeuvres, property accesses and closely spaced intersections.

Analysis of reported crash data for the period 2021 to 2025 identified 201 crashes within the selected CBD road network, comprising 182 crashes within the Kalgoorlie CBD and 19 crashes within the Boulder CBD. The highest crash frequencies occurred along Hannan Street (38 crashes), Egan Street (33 crashes), Maritana Street (29 crashes), Brookman Street (19 crashes), the Brookman Street/Maritana Street intersection (16 crashes) and Burt Street (11 crashes).

These locations correspond with the City's principal commercial corridors where pedestrian activity, turning movements, on-street parking and frequent property access movements create a complex operating environment. While individual crash causation varies and vehicle speed cannot be attributed as the cause of individual crashes without specific crash investigation, the recorded crash history provides relevant network level context when considered together with traffic volumes, operating speeds, roadside activity and Safe System principles.

Following the engineering assessment and matters raised during the Councillor briefing, it is proposed to undertake community and stakeholder consultation on introducing a 40 km/h speed limit on the following road sections, as illustrated on Drawing No. 05-S-272 Proposed Speed Zoning Plan:

1. Maritana Street between Piccadilly Street and Egan Street;
2. Brookman Street between Lane Street and Porter Street;
3. Hannan Street between Lane Street and Porter Street;
4. Egan Street between Lane Street and Porter Street; and
5. Burt Street between Lionel Street and Hamilton Street.

These road sections form key commercial and activity corridors within the Kalgoorlie and Boulder CBDs and are characterised by varying levels of pedestrian activity, parking and loading manoeuvres, property access points, turning movements, intersection activity and interaction between motorists and vulnerable road users. A consistent 40 km/h speed environment is proposed for consultation to determine whether lower posted speeds would better align with the function and roadside activity of these streets and improve driver expectancy across the CBD network.

Lower vehicle operating speeds are recognised as reducing crash severity, particularly for pedestrians and cyclists. A lower speed environment provides motorists with additional time to identify and respond to potential hazards, reduces stopping distance and reduces impact severity. The proposal is therefore consistent with Safe System principles, which seek to manage road user exposure and impact forces so that inevitable human errors are less likely to result in fatal or serious injury outcomes.

Travel Time and Network Operation

The City recognises that road safety outcomes must be considered alongside the efficient operation, accessibility and economic function of the CBD road network.

Reducing posted speed limits to 40 km/h may result in an increase in theoretical travel time along some affected road sections.

Actual CBD journey times, however, are influenced by factors beyond the posted speed limit, including signalised intersections, roundabouts, pedestrian crossings, turning movements, parking and loading manoeuvres, property accesses and prevailing traffic conditions.

As part of the consultation and further technical assessment, the City will assess the length of each proposed speed zone, existing operating speeds and prevailing network conditions to quantify potential travel time and operational impacts. This will enable Council to consider the anticipated road safety benefits alongside network efficiency, accessibility and community expectations before determining whether the proposed zoning should proceed.

The proposed speed limit changes would not alter the existing road hierarchy, traffic circulation, property access arrangements, parking controls or intersection operation. Access to adjoining businesses and properties would remain unchanged.

Main Roads Western Australia (MRWA) is the responsible authority for approving speed zoning throughout Western Australia. Following completion of the consultation process and subsequent Council consideration of the final proposal, any speed zoning endorsed by Council would be submitted to MRWA for formal assessment and approval. If approved, implementation would occur in accordance with MRWA requirements.

INTERNAL CONSULTATION

Internal consultation has been undertaken within the Engineering Business Unit. The proposed speed zoning has been developed following a technical assessment incorporating road function, surrounding land use, traffic characteristics, operating speeds, crash history, vulnerable road user activity and Safe System principles.

The assessment has also considered previous engineering and road safety investigations associated with the Maritana Street and Brookman Street Black Spot project, which identified vehicle speed management as an important consideration within the CBD road environment.

Engineering will coordinate the community and stakeholder consultation and undertake further assessment of travel time and network operational impacts prior to presenting the final proposal to Council.

COUNCIL CONSULTATION

Council were briefed on the proposed speed zoning prior to the Ordinary Council Meeting. The briefing outlined the origin of the proposal, engineering assessment, supporting traffic and crash information, proposed road sections and anticipated road safety benefits.

During the briefing, Councillors raised matters regarding the proposed extent of the speed zoning, including consideration of Egan Street, the need for community consultation and engagement with MRWA and WA Police, and the potential impact of reduced speed limits on travel times and network operation.

In response, Egan Street between Lane Street and Porter Street has been incorporated into the proposed consultation area. This report seeks Council endorsement to undertake community and stakeholder consultation before the final proposal is presented to Council for consideration.

COMMUNITY ENGAGEMENT CONSULTATION

Community and stakeholder consultation will be undertaken over an approximately two-month period following Council endorsement.

Consultation will seek feedback from affected businesses, residents, road users and the broader community on the proposed 40 km/h speed zoning, including road safety, accessibility, travel times, traffic operation and the proposed extent of the speed zones.

Targeted stakeholder consultation will also be undertaken with Main Roads Western Australia and WA Police to obtain technical and operational feedback regarding speed zoning requirements, network operation, enforcement, road safety and implementation considerations.

All submissions and stakeholder feedback will be reviewed alongside the City's engineering assessment. Key matters raised, the City's technical response and any recommended amendments to the proposed speed zoning will be included in a subsequent report to Council, anticipated for the October 2026 Ordinary Council Meeting.

PUBLIC CONSULTATION

Public consultation was undertaken in the following manner:

Requirement: Discretionary

Duration: Approximately two months

Method: Public notice and community engagement through the City's communication channels, including targeted engagement with affected businesses and stakeholders and consultation with Main Roads Western Australia and WA Police.

Submissions Received: To be reported following completion of the consultation period.

BUDGET IMPLICATIONS

There are no financial implications resulting from the recommendations of this report.

STATUTORY IMPLICATIONS

There are no statutory implications resulting from the recommendations of this report.

POLICY IMPLICATIONS

There are no policy implications resulting from the recommendations of this report.

COMMUNITY STRATEGIC PLAN LINKS

This report links to the Strategic Community Plan through the following Guiding Theme/s:

Communities connected through people, place and purpose - Enhance community inclusion, safety and well-being

Robust built environment and sustainable natural environment - Develop and maintain infrastructure that supports community living and business viability

STRATEGIC CONTEXT

The proposal supports the City's objective of providing a safe, accessible, and well-functioning transport network. Establishing an appropriate speed environment within the principal Kalgoorlie and Boulder CBD activity areas will improve alignment between posted speed limits, roadside development and the level of pedestrian, commercial and transport activity.

The proposed community and stakeholder consultation will enable the anticipated road safety benefits to be considered alongside community expectations, travel time, network efficiency, enforcement, and the operational requirements of the CBD road network. Consultation with MRWA and WA Police will also provide relevant technical, regulatory and enforcement perspectives before the proposal is finalized.

The consultation of outcomes and further technical assessment will provide Council with a comprehensive evidence base to determine whether the proposed 40 km/h speed zoning should proceed to formal MRWA assessment and approval.

RISK ASSESSMENT

The table below shows:

1. Council's adopted risk tolerance for each category; and
2. City officer's risk assessment of the recommendation to Council, undertaken using the City's Risk Management Framework and taking into account current controls.

	Assessment of consequence	Assessment of likelihood	Comments on Council's tolerance for any related risk, and controls where outside of tolerance
Health/injury	Moderate	Possible	Council has a low tolerance for risks affecting community safety. The engineering assessment has identified moderate to high traffic volumes, significant roadside activity, and a recorded crash history within the CBD road network. The proposed consultation will assist in determining

			whether a consistent 40 km/h operating environment is an appropriate treatment to reduce operating speeds and crash severity, particularly for vulnerable road users.
Financial loss	Minor	Unlikely	Council has a low tolerance for material financial loss. The proposal is limited to regulatory speed zoning and associated signage. Costs associated with implementation are expected to be minor and managed through existing operational budgets and established procurement processes.
Service interruption	Negligible	Rare	Council has moderate tolerance for temporary service disruption. Installation of regulatory signage can be undertaken under short-duration traffic management arrangements with negligible disruption to traffic operations, business access, and public movement.
Legislative breach	Minor	Rare	Council has a low tolerance for legislative or regulatory non-compliance. The proposed consultation does not authorize implementation of any speed limit change. Any final speed zoning proposal will be subject to subsequent Council consideration and formal assessment and approval by MRWA prior to implementation.

Reputational damage	Minor	Unlikely	Council has a low tolerance for reputational risk. Community views regarding lower speed limits may vary, particularly in relation to travel time, enforcement, and the extent of the proposed zones. This risk will be managed through structured community and stakeholder consultation, transparent consideration of submissions and further technical assessment before Council considers a final proposal.
Property damage	Minor	Unlikely	Council has low tolerance for property damage. Lower operating speeds are expected to reduce both crash severity and the likelihood of vehicle impacts with roadside infrastructure and adjoining property. Installation activities will be managed using standard construction and traffic management procedures.
Environmental damage	Negligible	Rare	Council has a low tolerance for environmental damage. The proposal involves regulatory signage and minor associated works, with no material environmental impacts anticipated.
Project time	Minor	Possible	Council has moderate tolerance for schedule variation. Progression of the proposal is dependent on completion of the approximately two-month consultation period, assessment of submissions, and subsequent Council consideration. The

			consultation program and stakeholder liaison will be managed to support presentation of the final proposal to the Ordinary Council Meeting.
Project cost	Minor	Unlikely	Council has moderate tolerance for minor cost variation. The scope of work is limited, and implementation costs will be confirmed following approval. Existing project management and financial controls are considered adequate to manage this risk.

The recommendation to undertake community and stakeholder consultation is assessed as presenting a low residual risk to the City.

The preliminary engineering assessment has identified road safety considerations associated with the operation of high activity CBD streets, including traffic volumes, operating speeds, crash history and interaction between vehicles and vulnerable road users. The proposed consultation will enable the City to further assess the appropriateness of a 40 km/h speed environment, considering community expectations, potential travel time and network operational impacts, enforcement considerations and MRWA speed zoning requirements.

The consultation outcomes and further technical assessment will inform the final risk assessment and recommendation presented to Council prior to any formal speed zoning application being submitted to MRWA.

OFFICER RECOMMENDATION

That Council:

1. Endorse the proposed 40 km/h speed limits shown on Drawing No. 05-S-272, CBD Proposed Speed Zoning Plan, for the purpose of community and stakeholder consultation, comprising the following road sections:
 - a. Maritana Street, between Piccadilly Street and Egan Street;
 - b. Brookman Street, between Lane Street and Porter Street;
 - c. Hannan Street, between Lane Street and Porter Street;
 - d. Egan Street, between Lane Street and Porter Street and
 - e. Burt Street, between Lionel Street and Hamilton Street.
2. Authorises the City to undertake an approximately two month community and stakeholder consultation process on the proposed speed zoning, including consultation with Main Roads Western Australia and Western Australia Police Force.

3. Requests that the outcomes of the consultation and further technical assessment, including consideration of travel time and network operational impacts, be presented to Council at the October 2026 Ordinary Council Meeting prior to submission of any final speed zoning proposal to Main Roads Western Australia for formal assessment and approval.

PROCEDURAL MOTION

Moved By: Cr Richard Halse

Seconded By: Cr Vanessa Walker-Dunstan

That Council adjourns consideration of Item 14.5.1 (Proposed CBD Speed Limit Reductions) to the November 2026 Ordinary Council Meeting, and refers the matter back to the administration until such time as Council is provided with:

1. A comprehensive project delivery, budget, and construction schedule for the funded State Black Spot safety upgrade at Maritana and Brookman Streets; and
2. Formal advice from Main Roads WA regarding their statutory requirements and technical criteria for speed zoning on City-managed CBD corridors.

LOST
(2 / 6)

The mover of the motion advised that the reason for the procedural motion is to ensure engineering and operational resources remain fully focused on delivering existing funded Black Spot road safety commitments before initiating unrequested consultation across five major CBD corridors.

For:	Cr Richard Halse and Cr Vanessa Walker-Dunstan
Against:	Deputy Mayor Terrence Winner, Cr Deborah Botica, Cr Kirsty Dellar, Cr Wayne Johnson, Cr Kyran O'Donnell and Cr Carla Viskovich

OFFICER RECOMMENDATION/COUNCIL RESOLUTION

Moved By: Cr Carla Viskovich

Seconded By: Cr Kirsty Dellar

That Council:

1. Endorse the proposed 40 km/h speed limits shown on Drawing No. 05-S-272, CBD Proposed Speed Zoning Plan, for the purpose of community and stakeholder consultation, comprising the following road sections:
 - a. Maritana Street, between Piccadilly Street and Egan Street;
 - b. Brookman Street, between Lane Street and Porter Street;
 - c. Hannan Street, between Lane Street and Porter Street;
 - d. Egan Street, between Lane Street and Porter Street and
 - e. Burt Street, between Lionel Street and Hamilton Street.
2. Authorises the City to undertake an approximately two month community and stakeholder consultation process on the proposed speed zoning, including consultation with Main Roads Western Australia and Western Australia Police Force.
3. Requests that the outcomes of the consultation and further technical assessment, including consideration of travel time and network operational impacts, be presented to Council at the October 2026 Ordinary Council Meeting prior to submission of any final speed zoning proposal to Main Roads Western Australia for formal assessment and approval.

CARRIED**(7 / 1)**

For:	Deputy Mayor Terrence Winner, Cr Deborah Botica, Cr Kirsty Dellar, Cr Wayne Johnson, Cr Kyran O'Donnell, Cr Carla Viskovich and Cr Vanessa Walker-Dunstan
Against:	Cr Richard Halse

At 7:09pm, Cr O'Donnell raised a Point of Order in relation to comments made by Cr Halse, stating that the comments implied that Councillors was not undertaking their role properly and had not read the relevant meeting materials, and requested that the comments be withdrawn. Cr Halse withdrew the comments.

14.5.2 Streetlight replacement project - progress report after phase 1 completion

Responsible Director:	Lui Camporeale Director of Engineering
Responsible Business Unit:	Asset Management
Disclosure of Interest:	Nil
Voting Requirements:	Simple
Nature of Council's Role in Decision-Making:	Review
Attachments:	1. Streetlight upgrade Phase 1 completion report [14.5.2.1 - 34 pages]

SUMMARY STATEMENT

Council is requested to note the successful completion of Phase 1 of the Streetlight Improvement Program, which involved the upgrade of approximately 1,200 streetlights to LED technology across the City. The program has delivered significant improvements in lighting compliance, road safety, asset performance, energy efficiency, and long-term asset sustainability. Council is further requested to endorse progression to Phase 2 of the Program and support development of a Streetlight Masterplan to address remaining network deficiencies and achieve long-term compliance with AS/NZS 1158.3.1:2020

REPORT

The City initiated the Streetlight Improvement Program following a comprehensive assessment of the streetlight network which identified widespread non-compliance with Australian lighting standards, particularly on residential (PR4) and distributor (PR3) roads. The assessment identified ageing infrastructure, historical design limitations, wide road reserves, one-sided lighting arrangements and vegetation impacts as key contributors to poor lighting performance.

Phase 1 of the Program was delivered between October 2025 and March 2026 and comprised the replacement of approximately 1,200 existing streetlight luminaires with modern LED fittings while retaining existing poles and electrical infrastructure. The program focused on locations presenting the greatest safety and compliance risks.

The project aligns with ISO 55000 asset management principles and the WA Asset Management Framework by adopting a risk-based, service-driven and lifecycle management approach to infrastructure investment.

Key outcomes achieved through Phase 1 include:

- Increase in compliant PR4 road sections from 145 to 221, representing an improvement of 52.4%.
- Reduction in non-compliant PR4 road sections from 154 to 79, a reduction of 48.7%.

- Increase in average PR4 lighting levels from 1.68 lux to 2.60 lux, exceeding the minimum requirement of 1.3 lux.
- Improved network consistency and reduction in low-light areas.
- Maintenance of lighting performance and compliance on PR3 roads.
- Early indications of reduced electricity consumption and operational expenditure.

The project has also provided broader community benefits through improved visibility, enhanced perception of personal safety, reduced asset maintenance requirements and improved reliability of lighting infrastructure. Community feedback has generally been positive, with many residents' supporting continuation of the program and requesting upgrades in additional locations.

While significant improvements have been achieved, 79 road sections remain non-compliant and minimum lighting levels in some areas continue to fall below desired pedestrian safety thresholds. These limitations are largely attributable to structural constraints including pole spacing, one-sided lighting configurations, wide road reserves and vegetation impacts. Full compliance cannot be achieved through luminaire replacement alone and will require network redesign and additional infrastructure investment.

The report therefore recommends progression to Phase 2, involving the upgrade of approximately 700 additional luminaires, together with development of a Streetlight Masterplan to guide future investment and long-term network optimisation. Both Phase 2 and the development of the Masterplan are fully funded through the State Government election commitment.

INTERNAL CONSULTATION

The report has been prepared by the Asset Management Team in consultation with relevant Engineering and Infrastructure staff. Streetlight asset information supplied by Western Power and financial information relating to electricity expenditure were incorporated into the assessment.

COUNCIL CONSULTATION

No Council consultation has been undertaken prior to presentation of this report. Council consideration is sought through the formal reporting process.

COMMUNITY ENGAGEMENT CONSULTATION

Community feedback was obtained through comments received on the City's social media platforms during implementation of the Streetlight Upgrade Program. Feedback was generally supportive, highlighting improved visibility and safety, while also identifying further areas requiring upgrades.

BUDGET IMPLICATIONS

The Streetlight Improvement Program is fully funded through a previously secured \$2.5 million election commitment.

The following financial implications are applicable:

The project is expected to deliver ongoing operational savings through reduced electricity consumption, lower maintenance requirements and improved asset reliability. Early post-upgrade data indicates electricity cost reductions of approximately \$5,000–\$9,000 per month, with expected long-term savings of approximately \$130,000 per annum following completion of Phase 2.

ITEM NO.	CAPITAL / UPFRONT COSTS (\$)	ONGOING COSTS (\$) ANNUAL		INCOME (\$)	ASSET LIFE (YEARS)	WHOLE OF LIFE COSTS (\$)	CURRENT BUDGET (\$)
		MATERIALS & CONTRACT	STAFFING				
Phase 1	\$1, 110,000	\$1, 110,000			n/a		\$1, 110,000
Phase 2	\$732,539	\$732,539		130,000 /year	n/a		\$732,539
Masterplan	\$657,461	\$657,461			25	TBD	\$657,461

STATUTORY IMPLICATIONS

There are no statutory implications resulting from the recommendations of this report.

POLICY IMPLICATIONS

There are no direct policy implications resulting from the recommendations of this report. The program supports implementation of the City's Asset Management Strategy and Community Safety and Crime Prevention Plan 2024–2028

COMMUNITY STRATEGIC PLAN LINKS

This report links to the Strategic Community Plan through the following Guiding Theme/s:

- Communities connected through people, place and purpose - Enhance community inclusion, safety and well-being
- Robust built environment and sustainable natural environment - Develop and maintain infrastructure that supports community living and business viability
- Robust built environment and sustainable natural environment - Manage and minimise the City's environmental footprint

STRATEGIC CONTEXT

The Streetlight Improvement Program forms part of a staged asset lifecycle strategy designed to improve safety, compliance, service delivery and financial sustainability of the City's streetlighting network. The program aligns with ISO 55000 principles, the WA Asset Management Framework, the City's Long-Term Financial Plan and the Community Safety and Crime Prevention Plan 2024–2028.

RISK ASSESSMENT

The table below shows:

1. Council's adopted risk tolerance for each category; and

2. City officer's risk assessment of the recommendation to Council, undertaken using the City's Risk Management Framework and taking into account current controls.

	Council Risk Tolerance	Current Risk	Risk Description and action recommended	Residual Risk
Health/injury	Low	Moderate	Council has a low tolerance for OHS issues in relation to staff, contractors and/or members of the community. Improved lighting has reduced safety risk; however, some low-light areas remain.	Low
Financial loss	Moderate	Moderate	LED upgrades deliver reduced energy and maintenance costs.	Low
Service interruption	Moderate	major	LED upgrades result in improved asset reliability and reduced failure risk	Moderate
Legislative breach	Low	Moderate	Some locations remain non-compliant with lighting standards and require further work.	Moderate
Reputational damage	Low	Moderate	Positive community feedback received with expectation for continued upgrades	Low
Property damage	Moderate	Moderate	Improved lighting contributes to reduced risk	Moderate
Environmental damage	Moderate	Moderate	LED technology reduces energy consumption and environmental footprint	Low
Project time	Moderate	Low	Phase 1 successfully completed Phase 2 planned with start in October Masterplan development in this FY	Low
Project cost	Moderate	Moderate	Works delivered within approved program scope	Low

Overall risk is considered acceptable and within Council's tolerance, provided Phase 2 and the Streetlight Masterplan proceed to address residual compliance gaps and infrastructure constraints.

OFFICER RECOMMENDATION

That Council

1. Notes the completion of Phase 1 of the Streetlight Improvement Program and the successful upgrade of approximately 1,200 streetlights to LED technology.
2. Notes the significant improvements in lighting compliance, safety outcomes, energy efficiency and asset performance achieved through Phase 1.
3. Acknowledges that 79 residential road sections remain non-compliant and that further works are required to address structural limitations within the existing network.
4. Endorses progression to Phase 2 of the Streetlight Improvement Program, including the upgrade of approximately 700 additional luminaires.
5. Supports the development of a Streetlight Masterplan to guide long-term investment, network redesign and achievement of compliance with AS/NZS 1158.3.1:2020 lighting standards.
6. Notes that future investment decisions will be informed by risk, service outcomes, lifecycle costs and long-term financial sustainability principles consistent with ISO 55000 and the WA Asset Management Framework

At 7:19pm, the Deputy Mayor, in accordance with section 11.1 of the City of Kalgoorlie-Boulder Standing Orders Local Law 2013, moved to adjourn the meeting for a period of 10 minutes to receive additional information from member of staff regarding item 14.5.2 (Streetlight replacement project - progress report after phase 1 completion).

At 7:30pm, the Ordinary Council Meeting resumed.

The Deputy Mayor acknowledged the proposed procedural motion by Cr Halse, and having regard to additional information recently received, invited Cr Halse to consider whether he wished to proceed by way of a procedural or alternative motion. Cr Halse advised that he did not wish to proceed.

OFFICER RECOMMENDATION/COUNCIL RESOLUTION

Moved By: Cr Carla Viskovich

Seconded By: Cr Deborah Botica

That Council

7. Notes the completion of Phase 1 of the Streetlight Improvement Program and the successful upgrade of approximately 1,200 streetlights to LED technology.
8. Notes the significant improvements in lighting compliance, safety outcomes, energy efficiency and asset performance achieved through Phase 1.
9. Acknowledges that 79 residential road sections remain non-compliant and that further works are required to address structural limitations within the existing network.
10. Endorses progression to Phase 2 of the Streetlight Improvement Program, including the upgrade of approximately 700 additional luminaires.
11. Supports the development of a Streetlight Masterplan to guide long-term investment, network redesign and achievement of compliance with AS/NZS 1158.3.1:2020 lighting standards.
12. Notes that future investment decisions will be informed by risk, service outcomes, lifecycle costs and long-term financial sustainability principles consistent with ISO 55000 and the WA Asset Management Framework

CARRIED**(7 / 1)**

For:	Deputy Mayor Terrence Winner, Cr Deborah Botica, Cr Kirsty Dellar, Cr Wayne Johnson, Cr Kyran O'Donnell, Cr Carla Viskovich and Cr Vanessa Walker-Dunstan
Against:	Cr Richard Halse

14.5.3 Approval to Award RFT - 26017 - Reconstruction of Burt Street and Lionel Street Roundabout

Councilor O'Donnell left the Chamber at 7:36pm before the item was moved, seconded or debated on.

Responsible Officer:	Lui Camporeale Director of Engineering
Responsible Business Unit:	Project Management
Disclosure of Interest:	Nil
Voting Requirements:	Simple
Nature of Council's Role in Decision-Making:	Executive Strategic
Attachments:	1. CONFIDENTIAL - Confidential Attachment 15 6 5 [14.5.3.1 - 1 page]

REASON FOR CONFIDENTIALITY

*Pursuant to Section 5.23(4)(c) and (d) of the Local Government Act 1995, portions of this report contained within **item 15.6.5** include information from submitted tenders that is confidential in nature.*

The confidential information includes:

- Tendered prices or methodologies for calculating prices submitted by tenderers and*
- Commercially sensitive information, including details of technologies, processes, or methodologies proposed by tenderers in delivering the contract.*

*This information has not been made public, and its disclosure could reasonably be expected to adversely affect the commercial interests of the tenderers. Accordingly, the contents of **Confidential Attachment RFT26017** are provided to Council on a confidential basis.*

Should Council wish to discuss the information contained within the confidential attachment, Council will be required to resolve to close the meeting to members of the public in accordance with Section 5.23 of the Local Government Act 1995.

During the closed session, discussion is to be limited to the confidential information contained within the attachment and matters directly relating to the tender evaluation and recommendation.

SUMMARY STATEMENT

Council is asked to consider the submission received for Tender RFT26017 Reconstruction of Burt Street and Lionel Street Roundabout and award the tender to Tenderer A.

REPORT

Description of project

The intersection of Burt Street and Lionel Street traffic is managed by a four-leg, single-lane roundabout. It has been identified that modifications are needed to pre-deflect the approaches to the roundabout to improve safety.

Additionally, the existing pavement is deteriorating, and surface runoff at the roundabout is poor, leading to issues for both the road pavement and users.

The chosen treatment option for this roundabout was eligible for the State Government Black Spot Program and secured the funds for this project. The City will cover the remaining project cost.

The delivery of this project is planned to commence in mid-October after the end of the football season and Boulderfest 2026, and to open the reconstructed roundabout before the City's Christmas Street Party at Burt St, if weather permits.

Project and tender background

Tender RFT26017 was advertised on 20 June 2026. The scope of work included the following:

1. Stabilisation or Deep Strength Asphalt, followed by asphalt works to improve the pavement condition and surface runoff;
2. Upgrade the roundabout centre ring apron to manoeuvre heavy vehicles through the intersection;
3. Footpath, ramps, and concrete works for pedestrian safety and accessibility;
4. Signage and line marking to improve traffic flow and safety;
5. Upgrade the existing on-street parking bays on Lionel St – South bound, South-West parking bays; and
6. Relocation of any services (where applicable).

This contract once awarded will enable the City to deliver and maintain infrastructure that supports community living and business viability.

All tenderers are required to address relevant experience and to include the following information in their submission:

1. Details of similar work;
2. Demonstrated experience in projects;
3. Scope of the Respondent's involvement including details of outcomes;
4. Details of issues that arose during the project(s) and how they were managed; and
5. Demonstrate competency and proven track record of achieving outcomes.

Submissions received

The tender closed on 21 July 2026 and the City received one submission.

In accordance with the City's Purchasing Policy:

1. Each tender submission was assessed by a panel comprised of City officers (Panel);
2. The Panel considered the following qualitative criteria:

a. Relevant Experience:	20%
b. Key Personnel:	20%
c. Key Personnel- Regional Contracting:	10%
d. Respondent's Resources:	10%

- e. Demonstrated Understanding: 10%
 - f. Pricing: 30%
3. The Panel evaluated and scored the submission against the above qualitative criteria, with the outcome as set out in the table below:

<i>Tenderers</i>	<i>Weighting</i>	<i>A</i>
Relevant Experience	20%	16%
Key Personnel	20%	14.67%
Key Personnel - Regional Contracting	10%	7.33%
Respondent's Resources	10%	7.33%
Demonstrated Understanding	10%	7.33%
Pricing	30%	30%
TOTAL weighted score	100%	82.67%

Recommendation

The Panel recommends that Council award the tender to Tenderer A for the following reasons:

1. Local Contractor;
2. Price within allocated budget; and
3. Demonstrated capability and reliability: Tenderer A has a strong record, including successful delivery of the Wilson Street and MacDonald Street new roundabout construction and extensive experience working with similar types of projects.

Contract terms

The contract will be administered under AS 2124-1992. The award of this contract is for the Reconstruction of Burt Street & Lionel St Roundabout only, with a 12-month defect liability period.

INTERNAL CONSULTATION

The proposed project was referred to the City's Operations, Water Services, Parks and Open Spaces and Events teams to assess operational impacts and requirements. Ensure minimal impact on services, road users and the community during the delivery of the project.

COUNCIL CONSULTATION

At the 20 April 2026 ordinary council meeting, Council approved for officers to tender for Burt St & Lionel St Roundabout and commit to including into the 2026/27 financial year budget.

COMMUNITY ENGAGEMENT CONSULTATION

Prior to commencement of works and throughout the delivery of the project, ensure all affected residents, road users and businesses remain informed of project timelines by the City and the appointed contractor.

In addition, the City will provide detailed public updates via the “Your Say” online engagement platform.

BUDGET IMPLICATIONS

The following financial implications are applicable:

Item 1:

Asset Category:	Roads	Source of Funds:	State Black Spot Program- \$318,715.00
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LTFP Impacts: Nill

Notes: Nill

ITEM NO.	CAPITAL UPFRONT COSTS (\$)	ONGOING COSTS (\$)			INCOME (\$)	ASSET LIFE (YEARS)	WHOLE OF LIFE COSTS (\$)	CURRENT BUDGET (\$)
		ANNUAL	MATERIALS CONTRACT	& STAFFING				
1						20 yr		\$1,263,060.90

STATUTORY IMPLICATIONS

Tenders were called in accordance with section 3.57 of the *Local Government Act 1995* and *Local Government (Function and General) Regulations 1996* Part 4, Division 2, Regulation 11 (a) which requires tenders to be publicly invited according to the requirements of this Division before a local government enters into a contract for another person to supply goods or services if the consideration under the contract is, or is expected to be, worth more than \$250,000 unless sub-regulation (2) states otherwise.

POLICY IMPLICATIONS

The Tender Criteria Policy relates to all tenders advertised and awarded by the City where the aggregate value exceeds \$250,000. This policy has been complied with in relation to the advertising, assessment and award of Tender RFT26017.

COMMUNITY STRATEGIC PLAN LINKS

This report links to the Strategic Community Plan through the following Guiding Theme/s:

Robust built environment and sustainable natural environment - Develop and maintain infrastructure that supports community living and business viability.

STRATEGIC CONTEXT

The recommendation of this report supports the Strategic Community Plan 2025-2035 aspirations and priorities by maintaining local road networks and plans for future needs.

RISK ASSESSMENT

The table below shows:

1. Council's adopted risk tolerance for each category; and
2. City officer's risk assessment of the recommendation to Council, undertaken using the City's Risk Management Framework and taking into account current controls.

	Assessment of consequence	Assessment of likelihood	Comments on Council's tolerance for any related risk, and controls where outside of tolerance
Health/injury	Major	Possible	Council has a high tolerance for OHS issues in relation to staff, contractors and/or members of the community. The risk in relation to this project is higher than the council's tolerance. Which will be managed with robust safety and health procedures and compliance audits.
Financial loss	Minor	Unlikely	Council has a low tolerance risk in relation to the City's long-term financial sustainability.
Service interruption	Minor	Possible	Council has a moderate tolerance risk in relation to the quality and safety of the City's key assets and infrastructure. The intersection will be closed during the construction, and a detour will be in place.
Legislative breach	Negligible	Rare	Council has a low tolerance for risk relation breaches of the City's legislative and regulatory requirements.
Reputational damage	Minor	Rare	Council has a low tolerance risk in relation to the City's reputation and public perception of it. Potential impacts on users present a moderate risk. Continued strong liaison with relevant stakeholders.
Property damage	Minor	Possible	Council has a moderate tolerance risk in relation to the City's key assets and infrastructure.

Environmental damage	Minor	Rare	Council has a low tolerance for risk relation to the natural environment.
Project time	Minor	Possible	Council has a moderate tolerance risk in relation to City's ability to delivery key capital projects for relevant financial year.
Project cost	Major	Likely	Council has a high tolerance risk in relation to the City's ability to deliver services and projects in accordance with the adopted annual budget. Which will be managed with robust variation control measurements and processes and establish clear hold points.

- Council's risk tolerance is exceeded in relation to project delivery in the following areas:
 - Health/Injury, and
 - Project cost;
- It is proposed that exceeded tolerance risks can be mitigated via:
 - Robust work, Health and Safety practices by the Contractor, and
 - Good cost control and value engineering as necessary;
- All identified and potential risks will be actively managed by the Project Management Office; and
- A Stakeholder Management Plan will be completed by Project Management Office.

OFFICER RECOMMENDATION

That Council:

1. Award Tender number RFT26017 Reconstruction of Burt Steet & Lionel Street Roundabout to Tenderer A;
2. Authorise the A/CEO to:
 - a. Negotiate and agree minor variations with recommended respondent, and
 - b. Enter into a contract with the recommended respondent;
3. Upon resolution of the recommendation, directs that the successful respondents' name and estimated total consideration under the resulting contract be made public, and included with the minutes of this meeting.

PROCEDURAL MOTION**Moved By: Cr Richard Halse****Seconded By: Cr Vanessa Walker-Dunstan**

That Council adjourns consideration of Item 14.5.3 (Award of Tender RFT 26017) to the 22 September 2026 Ordinary Council Meeting, and refers the report back to the administration to provide:

1. An itemised cost breakdown separating the core roundabout construction and associated drainage infrastructure from the Lionel Street car parking works; and
2. Clarification on value-engineering options to ensure ratepayer funds are spent strictly on the essential roundabout and drainage safety components.

CARRIED**(4 / 3)**

The mover of the motion advised that the reason for the procedural motion is to allow administration to provide Council with an itemized cost breakdown of the single-bidder tender separating core roundabout and drainage infrastructure from un-itemized parking works, causing zero delay to the scheduled mid-October construction start date while protecting tender validity.

For:	Deputy Mayor Terrence Winner, Cr Carla Viskovich, Cr Richard Halse and Cr Vanessa Walker-Dunstan
Against:	Cr Deborah Botica, Cr Kirsty Dellar and Cr Wayne Johnson

Councillor O'Donnell returned to the Chamber at 7:44pm after the item was voted on.

14.6 City and Community

14.6.1 D058/26 - Telecommunications Infrastructure - 255 Hay Street, Kalgoorlie

Councilor Walker-Dunstan left the Chamber at 7:45pm before the item was moved, seconded or debated on.

Responsible Director:	Adam Strelein Director City and Community
Disclosure of Interest:	Nil
Application Number:	D058/26
Owner's Name:	Christine Margaret Stones & Lisa Maree Natoli
Applicant's Name:	Resolve Group
Development Value:	\$16,755
Voting Requirements:	Simple
Nature of Council's Role in Decision-Making:	Quasi Judicial
Attachments:	1. Application for development approval – D058/26 – Telecommunications facility at Lot R405 (No.255) Hay Street, Kalgoorlie 2. Consultation responses (redacted) 3. Applicant's response to submissions

SUMMARY STATEMENT

Council is asked to approve a development application for a telecommunications facility at Lot R405 (No. 255) Hay Street, Kalgoorlie (the site). The proposal is for the construction of an 18m high lattice tower with two antenna dishes.

As the proposal is an 'A' use under Local Planning Scheme No. 2 (LPS2), and the decision powers are not delegated to the Chief Executive Officer, approval from Council is required.

REPORT

Background

In June 2026 Resolve Group on behalf of the property owners submitted a development application to the City for the development of a telecommunications tower on the site.

Application Description and Details

Address:	Lot R405 (No. 255) Hay Street, Kalgoorlie 6430
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Lot Size:	1,002m ²
Zoning	Mixed Use
Existing Land Use:	Warehouse/storage
Proposed Land Use:	Telecommunications infrastructure
Adjacent / Nearby Land Uses:	Light industry, commercial uses, and residential use.

Details of the Proposal

The proposal includes the construction of an 18m high lattice tower with a lightning finial extending 1.2m above the tower, and a 600mm high concrete base. The facility includes two antenna dishes, plus associated equipment. The overall height of the structure is 19.8m. The tower is set back 2.12m from both the Hay Street and Mile Street boundaries, on a vacant area of the site. Details of the application are provided at Attachment 1.

The applicant provides the following statement as to the need for the facility:

“The proposed tower is required to support critical telecommunications infrastructure within the region and to facilitate improved communications capability for a proposed new mining village within the greater Kalgoorlie-Boulder area (on land to the north-east of Goldfields Highway). Reliable and resilient communications infrastructure is essential to support modern mining operations, workforce accommodation facilities and associated service providers operating in the region.”

Description of the Site

The development is located on the western corner of the site adjacent to the intersection of Hay Street and Mile Street. The site is located within the existing Hay Street mixed use area, approximately 900m west of the Kalgoorlie Town Centre (refer to Figure 1). Goldfields Electrical Contracting operates from the site.



Figure 1: Location Plan - Lot R405 (No. 255) Hay Street, Kalgoorlie 6430

Site History/Previous Approvals

City records show no evidence of previous approvals.

Previous Relevant Decisions of Council

There are no relevant Council decisions in respect to the site.

Applicant's Submission

The application includes the following:

Proposed Development:	The construction of an 18m high triangular lattice tower with a lightning finial, two antenna dishes, a 600mm high concrete base and associated equipment. The total height of the structure is 19.8m.
Services Provided:	Private telecommunications services.
Access and Parking	- The site is accessed via an existing crossover from Hay Street. - Access to the site is also available via a gate on Mile Street. - Parking for maintenance vehicles will be provided on the eastern side of the existing building.
Electromagnetic Emissions	The applicant has advised that the facility will comply with the requirements of; Assessment of Electronic and Electrical Equipment Related to Human Exposure Restrictions for

	Electromagnetic Fields (0 Hz to 300 GHz) (EN 62311:2020) and Electromagnetic Compatibility of Multimedia Equipment - Emission Requirements (EN 55032), the EME standard recognised by the Australian Communications and Media Authority.
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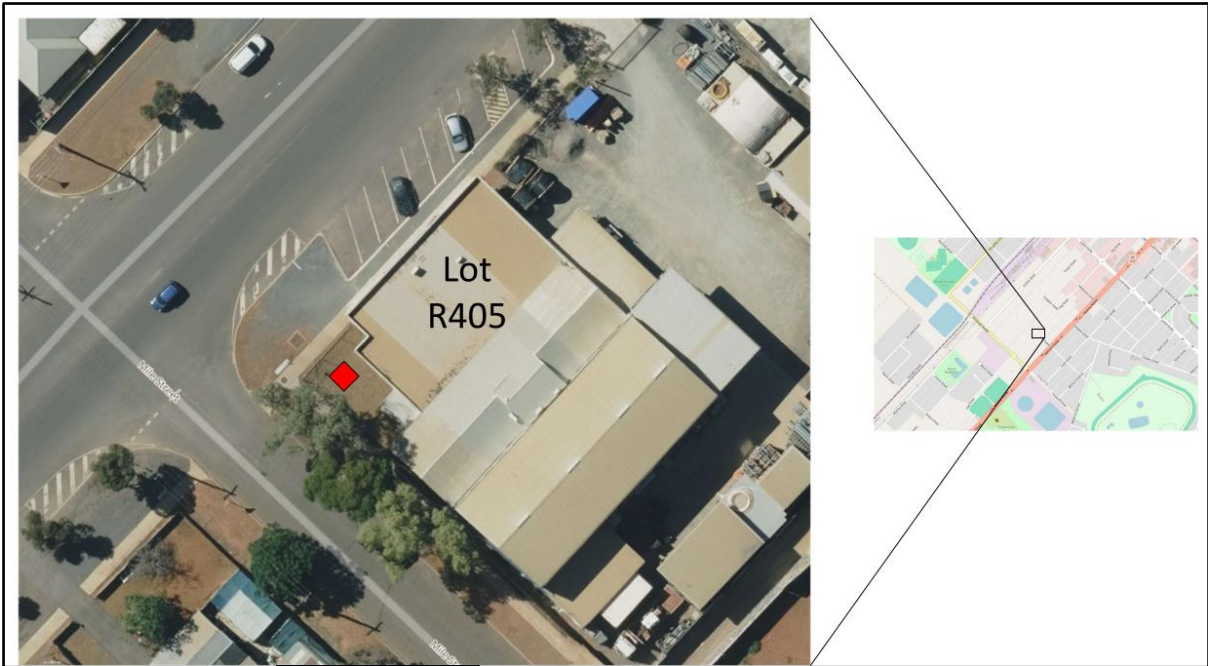


Figure 2: Aerial photo showing location in red

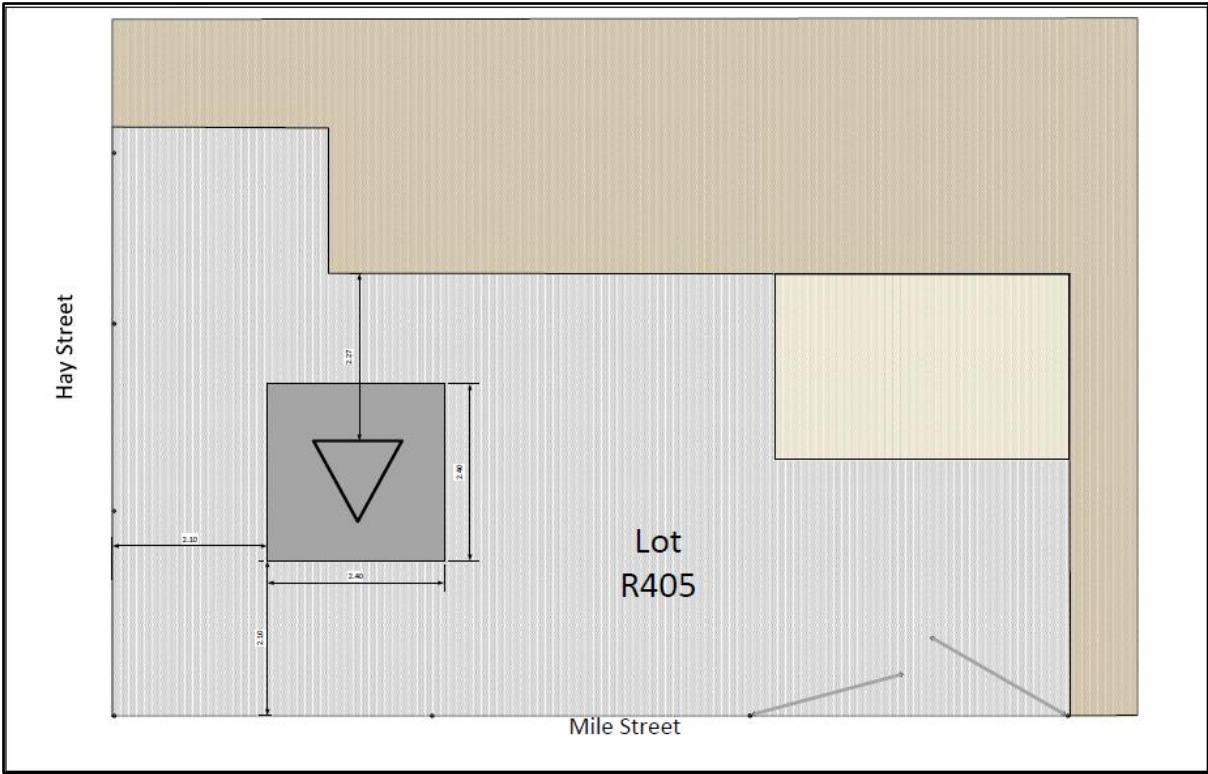


Figure 3: Site Plan

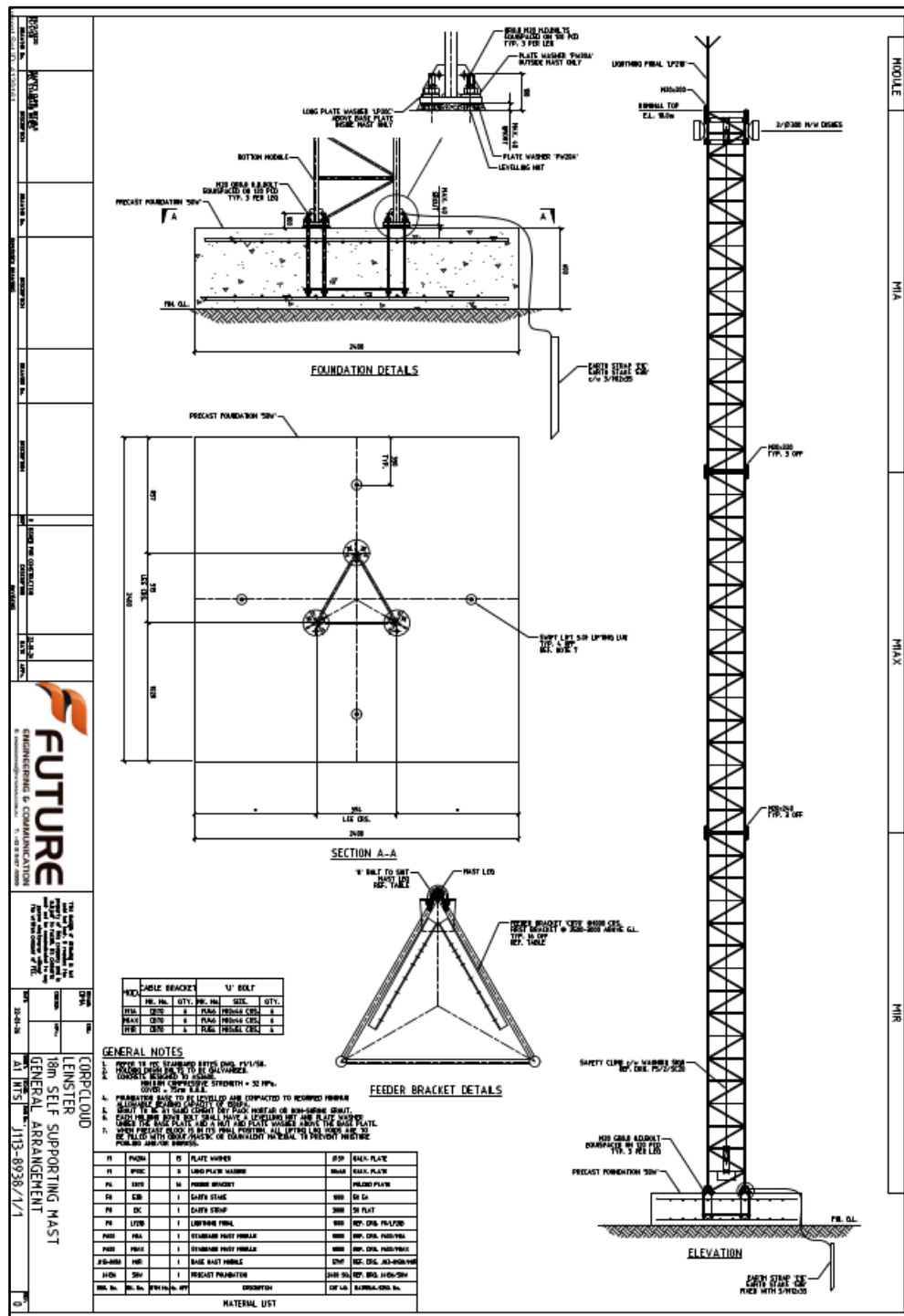


Figure 4: Elevation Plan



Figure 5: 3D Development Impression (photo montage)

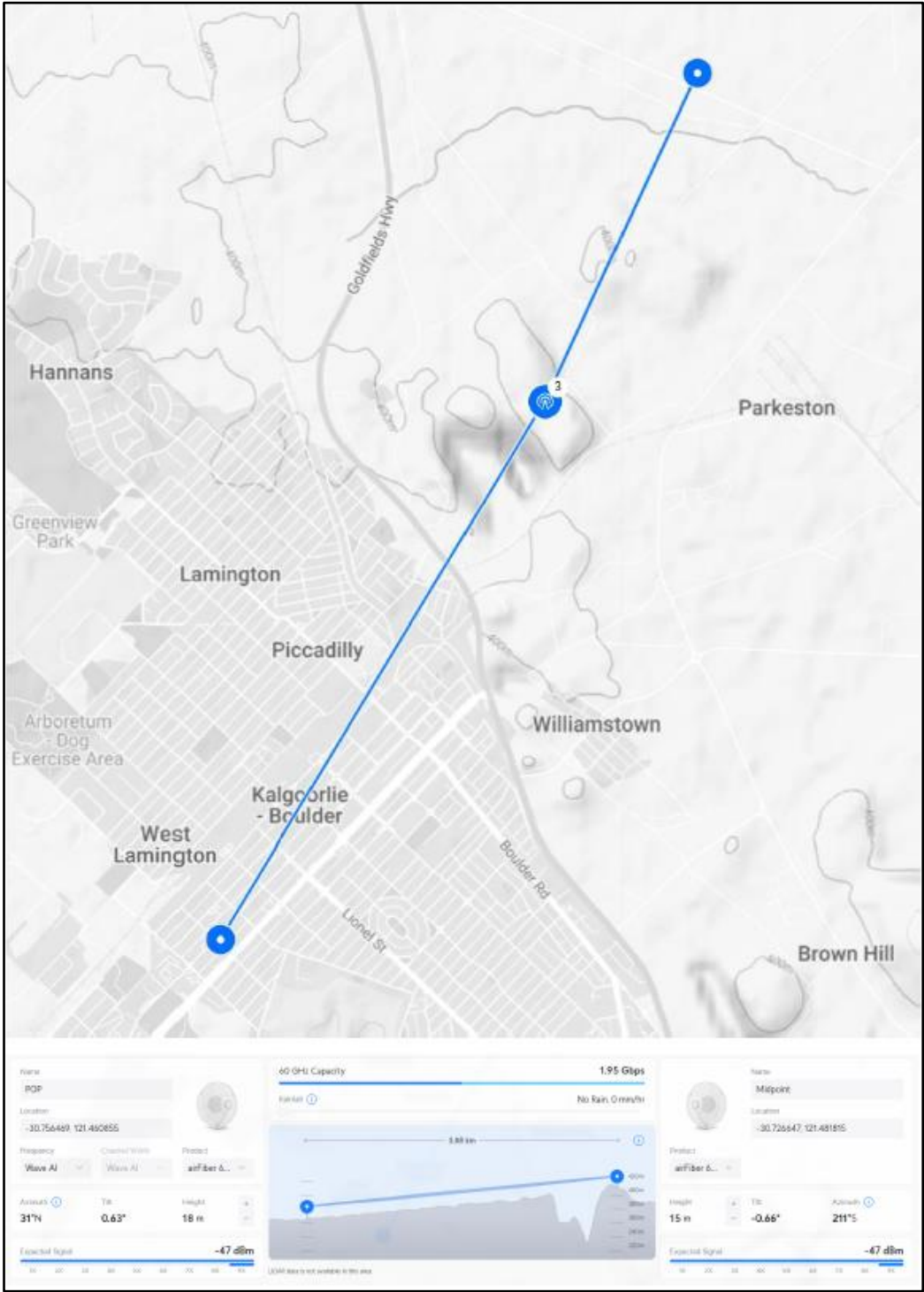


Figure 6: Point to Point Connectivity Plan

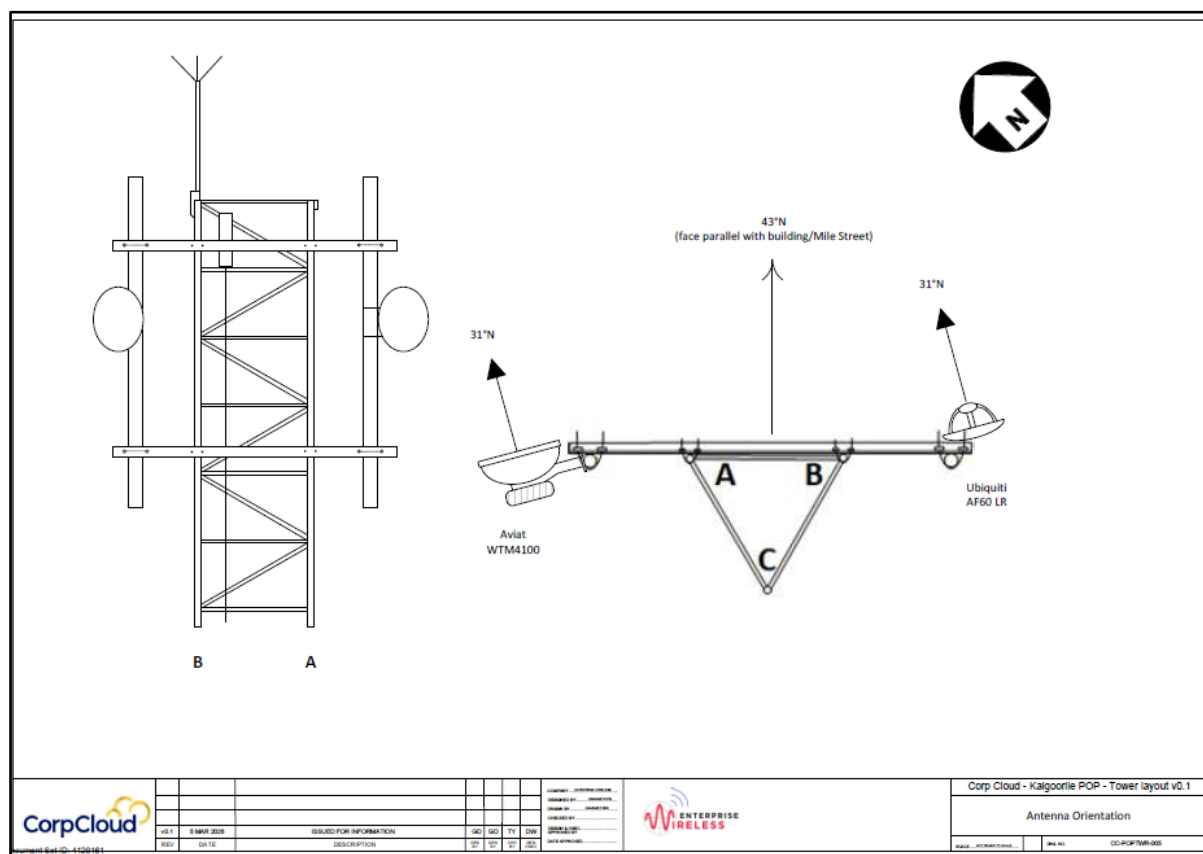


Figure 7: Antenna Orientation Plan

Public Consultation

Public consultation was undertaken in the following manner:

Requirement:

Schedule 2, part 8, clause 64(4) of the *Planning and Development (Local Planning Schemes) Regulations 2015* states that a non-complex application is advertised by doing any or all of the following, as determined by the local government:

- Clause 64(4)(a) in accordance with clause 87, public notice in the newspaper and website publishing;
- Clause 64(4)(b) giving owners and occupiers in the vicinity of the development who, in the opinion of the local government, are likely to be affected by the granting of development approval; and
- Clause 64(4)(c) erecting, in the manner approved by the commission a sign or signs.

Duration:

14 days from 8 July 2026 to 22 July 2026.

Due regard was given to the City's Local Planning Policy (LPP2) Advertising of Planning Proposals.

Method:

The application was advertised in the following ways:

- Direct notification to owners and occupiers of adjacent and surrounding properties within a 200m radius. Refer to figure 8 below;

- A public notice in the Kalgoorlie Miner; and
- Publication on the City's 'Your Say' website.



Figure 8: Public consultation map

Submissions Received:

A total of six submissions were received, four objecting to the proposed development and two in support of the proposal (refer to Attachment 2).

The applicant has provided a response to the comments received (refer to Attachment 3).

A summary of comments received are listed and responded to below.

Summary of Response	Officer Comment
Height Concern regarding the height of the structure at 18m with surrounding building heights not exceeding 7m.	Noted. Refer to detailed discussion in the 'Height' section of this report below.

Visual impacts on nearby residential properties and amenity Residential amenity should be a key consideration because the proposed 18m high lattice tower would be visually dominant, industrial in appearance and out of character with the surrounding neighbourhood. Has a detailed visual impact assessment been undertaken before the application is determined? The proposed tower may affect the desirability and marketability of nearby residential properties.	Refer to the detailed discussion in the 'State Planning Policy 5.2 Telecommunications Infrastructure' section of this report regarding the visual impact assessment. The "desirability and marketability of nearby residential properties" is not a relevant planning consideration.
Consideration of alternative sites Have opportunities for co-location on existing telecommunications infrastructure been fully investigated. Concern raised with the conflicting uses between the telecommunications infrastructure and the established residential development to the west of the development site.	The applicant has advised that the site was specifically chosen because it provides a direct line of sight to the other towers north of the City as identified in figure 6 above. The applicant has advised that "<i>SPP 5.2 recognises telecommunications infrastructure as essential infrastructure and provides that such infrastructure should be located where it will facilitate continuous network cover and improved telecommunications services. While the proposed facility supports a private network, the same principles apply in ensuring operational continuity, safety and communications reliability.</i>" Co-location with other existing facilities is therefore also not possible as other sites will not provide the direct line of sight required to service the remote locations.
Heritage and local character Concern raised about the proposed telecommunications tower's location and its potential visual impact on Kalgoorlie-Boulder's heritage, local character, tourism appeal, and visitor experience.	The development site is approximately 990m from the Hannan Street historic precinct and is not expected to create negative impacts on the heritage character of the Kalgoorlie Town Centre. The site is visually beyond the town centre when viewed from the Mt Charlotte lookout. There are also a number of vertical elements within the general area including other antenna and light poles

	associated with playing fields that will assist to visually absorb the new tower. At ground level the height of the tower will not be visually dominant due to the existing buildings and mature trees.
Health Standards Concern as to whether telecommunication towers meet the standards regarding the communication regulations for the associated separation requirements.	The Australian Radiation Protection and Nuclear Safety Agency (ARPANSA) is the Commonwealth agency responsible for ensuring that electromagnetic emissions (EME) levels are within acceptable levels to protect human health. The National Standard regulating EME levels will apply to all telecommunications facilities within Australia including this proposed facility.
<i>No, I do not consent to any tower</i>	Noted
<i>Have no problem with this going ahead</i>	Noted
<i>Agree for it to go ahead</i>	Noted

Assessment Considerations

Zoning and Land Use Permissibility

The subject land is zoned in LPS2 as 'Mixed Use'. The objectives of the Mixed Use zone are:

- *To provide for a wide variety of land uses which are compatible with residential uses.*
- *To allow for development of a mix of varied but compatible land uses, such as housing, offices, showrooms, amusement centres, eating establishments and appropriate activities which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.*

The definition of 'Telecommunications Infrastructure' is provided in LPS2 as:

"premises used to accommodate the infrastructure used by or in connection with a telecommunications network including any line, equipment, apparatus, tower, antenna, tunnel, duct, hole, pit or other structure related to the network."

The proposed use of 'Telecommunications Infrastructure' is an 'A' use, meaning that it is Council's discretion to approve or refuse the application subject to advertising.

There are a number of matters in LPS2 that need to be considered including 'Table 7 General Development Standards' and 'Clause 33 Amenity of Non-Residential Development'. These matters are discussed in detail below.

'State Planning Policy 5.2 Telecommunications Infrastructure' (SPP5.2) also requires an assessment of the proposal in terms of visual impacts. This is also discussed in the relevant section below.

Development Standards

The proposed development has been assessed against Table 7 General Development Standards of LPS2 as below.

Provision	Requirement	Proposal	Assessment
Minimum lot area	400m ²	1,002m ²	Compliant.
Maximum plot ratio – non residential	0.5	0.5	Compliant.
Average front setback	N/A	N/A	N/A
Minimum side setback	N/A	N/A	N/A
Minimum rear setback	1m	45m	Compliant.
Minimum Landscaping	15%	No specific landscaping is proposed for the development site.	This is consistent with other telecommunication facilities.
Maximum Building Height	6m	Total height: 19.8m	Non-compliant. Refer to the relevant section below for more detailed discussion on this matter.

Clause 33 Amenity of Non-Residential Buildings

The amenity of non-residential development shall be in accordance with the following:

Provisions	Officer Comments
<i>a) the form, bulk, and scale of development is to be compatible with surrounding land uses; and</i>	The lattice tower structure is of a scale that is not compatible with the immediate surrounding environment, however it is recognised that such structures support telecommunication services that are essential for contemporary social, business, health and emergency services. The applicant has demonstrated that the preference for a lattice tower structure that is visually permeable is preferable to a solid monopole structure due to the structure having less mass and therefore having less visual impact. There are also a number of vertical elements within the general area

	including other antenna and light poles associated with playing fields that will visually absorb the new tower. At ground level the height of the tower will not be visually dominant due to existing buildings and mature trees.
<i>b) the impacts of the development are to be contained on site and/or suitably managed to limit impacts on adjoining properties; and</i>	As noted above the proposed height of the tower relates to the needs of point-to-point telecommunication, and the visual impact of the proposal is discussed above.
<i>c) the impact of the development on the road network and traffic management is to be consistent with the road function and hierarchy; and</i>	The proposed development will not have any impact on the surrounding road network other than an occasional service vehicle.
<i>d) adequate and safe provision and access is to be made for parking and service, haulage and waste vehicles, and loading areas where required; and</i>	One bay for service vehicle parking which is available on site.
<i>e) storage of plant and equipment, services, and areas for waste management and essential services, to be screened or separated from public areas, particularly from street frontages; and</i>	There is no requirement for storage of plant and equipment for this development.
<i>f) external lighting of public spaces is to be provided and designed to minimise light spill and glare on adjoining properties; and</i>	The applicant has advised that there is no lighting proposed as part of the development. For completeness, if the application is approved, officers will include an advice note advising that should lighting be proposed at a later date, an amended application will need to be lodged with the City.
<i>g) visual impacts are to be minimised by the use of vegetation screening and tree retention; and</i>	Telecommunications companies are not in favour of landscaping around the base of telecommunication facilities due to the risk of fire.
<i>h) buildings are to have coordinated or complementary materials, colours and styles, and be</i>	Whilst the galvanised finish will initially reflect the sunlight, over time the finish will become a dull grey that will visually blend in better with the surrounds.

<i>reflective of the character of the locality.</i>	
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State Planning Policy 5.2 – Telecommunications Infrastructure

The proposed development is subject to the provisions of SPP5.2 which seeks to balance the need for infrastructure with the potential amenity impacts generally associated with this type of development.

The objectives of this policy are to:

1. *Facilitate the provision of telecommunications infrastructure in an efficient and environmentally responsible manner to meet community needs.*
2. *Manage the environmental, cultural heritage, visual and social impacts of telecommunications infrastructure.*
3. *Ensure that telecommunications infrastructure is included in relevant planning processes as essential infrastructure for business, personal and emergency reasons.*
4. *Promote a consistent approach in the preparation, assessment and determination of planning decisions for telecommunications infrastructure.*

As mentioned, SPP5.2 acknowledges that telecommunications infrastructure is generally located in prominent positions for effective operation.

Clause 5.1.1 of SPP5.2 provides a set of policy measures to guide the location, siting and design of structures to minimise the visual impacts of proposals.

Clause 5.1.1 states:

- i. *Assessment of the visual impact of development proposals for telecommunications infrastructure should be made on a case-by-case basis.*
- ii. *Telecommunications infrastructure should be sited and designed to minimise visual impact and whenever possible:*
 - a) *be located where it will not be prominently visible from significant viewing locations such as scenic routes, lookouts and recreation sites;*
 - b) *be located to avoid detracting from a significant view of a heritage item or place, a landmark, a streetscape, vista or a panorama, whether viewed from public or private land;*
 - c) *not be located on sites where environmental, cultural heritage, social and visual landscape values may be compromised and display design features, including scale, materials, external colours and finishes that are sympathetic to the surrounding landscape;*
- iii. *In addition to the existing exemptions under the Telecommunication Act, local governments should consider exempting telecommunications infrastructure from the requirement for development approval where:*
 - a) *The infrastructure has a maximum height of 30 metres from finished ground level;*
 - b) *The proposal complies with the policy measures outlined in this policy; and*
 - c) *The proponent has undertaken notification of the proposal in a similar manner to 'low impact facilities' as defined and set out in the Mobile Phone Base Station Deployment Industry Code (C564:2011);*
- iv. *Telecommunications infrastructure should be located where it will facilitate continuous network coverage and/or improved telecommunications services to the community; and*

- v. *Telecommunications infrastructure should be co located and whenever possible:*
- a) *Cables and lines should be located within an existing underground conduit or duct; and*
 - b) *Overhead lines and towers should be co-located with existing infrastructure and/or within existing infrastructure corridors and/or mounted on existing or proposed buildings*

Comment

City officers requested that a visual impact assessment be undertaken demonstrating that the visual impacts are acceptable for the location and associated viewsheds.

The applicant responded to the City by providing a visual assessment of the proposal against the requirements of SPP5.2, Policy measures 5.1.1. The visual assessment contains the following information:

- *“With respect to the City’s comments regarding visual impact, it is acknowledged that the surrounding locality contains a mix of land uses, including residential development, together with commercial, service and operational uses. Notwithstanding this, the proposed tower is specifically located on land currently utilised for warehousing and storage of plant, vehicles and equipment, where the immediate built context is functional and industrial in character.*
- *The proposed lattice tower would present a lesser visual impact within the immediate streetscape due to its visual permeability. Unlike a monopole structure, the open lattice form allows views through the structure, reducing perceived bulk and visual mass when viewed from surrounding streets and adjoining land. Refer to figure 5 above.*
- *In response to the City’s comments regarding views from Mt Charlotte, it is noted that the applicant has not prepared specific photomontages from this location. However, it is relevant to note that an existing mid-point communications tower of a similar lattice design and comparable height (approximately 18 metres) is already situated in a location closer to Mt Charlotte and is not readily or obtrusively visible within broader views of the townscape. This demonstrates that telecommunications infrastructure of this scale and form can integrate within the wider visual environment of Kalgoorlie without materially detracting from iconic outlooks or panoramic views.*
- *The proposed tower will generally be viewed within the context of existing built form, infrastructure, lighting poles, industrial elements and operational development within the locality, rather than as an isolated vertical element against an undeveloped skyline.*
- *While the City has expressed a preference for a monopole structure, in this instance, the applicant considers that the visual permeability of the lattice form, combined with the operational setting of the site, results in a preferable visual outcome than a monopole design.”*

As evident from the above, the applicant has considered the matters raised by the City including the impacts on views from Mt Charlotte lookout and the impacts on direct surrounding areas and has concluded that a lattice tower structure is more appropriate than a 18m monopole. Over time due to the aging of the galvanising, the structure will be better visually absorbed into the view shed of the surrounding environment. City officers have considered the information provided and agree with their findings.

Overall, the impacts of the proposal are acceptable when considered against the requirements of SPP5.2.

Impacts on the Airport

'Section 40. Building Height and Setbacks' of LPS2 allows for exemptions to the building height restrictions set out in Tables 7 and 8 of LPS2, subject to meeting airport height control requirements and acceptable visual amenity impacts.

The proposed site is located approximately 2.4km from the Kalgoorlie-Boulder Airport and is located 138m from the edge of the airport special control area - Special Control Area 2.

In relation to building heights and aircraft servicing Kalgoorlie-Boulder Airport, the City's mapping indicates that the site has an AHD level of 361m and nominates a maximum building height of 44m. The proposed tower has a maximum height of 19.8m and is therefore well within the nominated 44m height.

Conclusion

The proposed development has been assessed against the relevant policies and LPS2.

In considering all of the matters relevant to the application and the importance of the site to provide important communications relating to a mining workforce, the need for a direct line of sight, and the open form of the structure; and the presence of mature trees along that part of Mile Street; it is recommended that the application be approved with conditions as proposed.

INTERNAL CONSULTATION

The proposal was referred internally to the City's Building, Engineering, Environmental Health and Wastewater departments for professional advice and their technical assessment prior to the finalisation of this report.

The City's Building Department provided one comment advising that a building application is required and that the application will need to demonstrate structurally certified footings/foundations.

The comments from the City's Environmental Health team and the applicant's response is provided below:

1. The application mentioned compliance with EN 62311:2020, which relates to the assessment of electronic and electrical equipment against human exposure limits for electromagnetic fields. Do they test this biannually or test at all?
2. What is the source of power and will there be use of a generator in the occurrence of a power outage.
3. What will the impact be of lightning and power outage to surrounding properties - do they have any maintenance plan for this or erect and leave?

Applicant comment

1. The applicant has advised that the facility must be managed in accordance with Assessment of Electronic and Electrical Equipment Related to Human Exposure Restrictions for Electromagnetic Fields (0 Hz to 300 GHz) (EN 62311:2020) and EN 55032, and that the structure will be serviced twice yearly.
2. The application does not propose the use of a power generator.
3. The lattice tower is provided with a 1.2m lightning module to manage impacts of potential lightning strikes.

The City's Wastewater Department and Engineering Department did not identify any concerns with the proposed development.

COUNCIL CONSULTATION

Information about this application was included in the CEO update of 27 July 2026.

BUDGET IMPLICATIONS

There are no financial implications resulting from the recommendations of this report.

STRATEGIC IMPLICATIONS

The City's Local Planning Strategy 2013-2033 includes the following objectives relating to telecommunications:

Appropriately plan for the provision of telecommunication facilities whilst ensuring that they are sympathetic to the local landscape.

STATUTORY IMPLICATIONS

If aggrieved by the decision of the Council or any development conditions applied, the applicant will have a right to appeal to the State Administrative Tribunal. A review must be lodged within 28 days of the decision being made by the City. An advice note to this effect will be included in the decision notice.

POLICY IMPLICATIONS

Consultation of the proposal is consistent with the City's Local Planning Policy: Advertising of Planning Proposals.

COMMUNITY STRATEGIC PLAN LINKS

This report links to the Strategic Community Plan through the following Guiding Theme/s:

Robust built environment and sustainable natural environment - Develop and maintain infrastructure that supports community living and business viability

STRATEGIC CONTEXT

The proposal is consistent with the objectives of the City's Local Planning Strategy 2013-2033.

RISK ASSESSMENT

	Assessment of consequence	Assessment of likelihood	Comments on Council's tolerance for any related risk, and controls where outside of tolerance
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Health/injury	N/A	N/A	There are no health/injury concerns resulting from this report. The proposed development will be undertaken in accordance with the requirements of the relevant legislation.
Financial loss	N/A	N/A	The risk of financial loss to the City is not relevant to this report.
Service interruption	N/A	N/A	The risk of service interruptions is not relevant to this report.
Legislative breach	Negligible	Rare	The assessment of the application includes an assessment against the requirements of the relevant planning legislation. The recommendations of this report are consistent with the <i>Planning and Development Act 2005</i> and the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> . Therefore, the recommendations associated with this report are unlikely to result in any legislative breach.
Reputational damage	N/A	N/A	The report will assist Council in making an informed decision and avoid any reputational damage.
Property damage	N/A	N/A	The risk of property damage is not relevant to this report.
Environmental damage	N/A	N/A	The risk of environmental damage is not relevant to this report.
Project time	N/A	N/A	There is no City project related to this report.
Project cost	N/A	N/A	There is no project cost to the City.

The overall risk to the City is low and the likelihood of occurrence is rare.

OFFICER RECOMMENDATION/COUNCIL RESOLUTION**Moved By: Cr Kirsty Dellar****Seconded By: Cr Wayne Johnson**

That Council approve the proposed telecommunications facility at Lot R405 (No. 255) Hay Street, Kalgoorlie, subject to the following conditions:

1. This development must substantially commence within two years from the date of this decision letter, unless an extension of the approval is received from the City, prior to this approval expiring.
2. The approved development must comply in all respects with the attached approved plans, as dated, marked and stamped, together with any requirements and annotations detailed thereon by the City.
3. Prior to the commencement of works, the applicant shall submit to the City an Environmental EME report demonstrating compliance with Electromagnetic Compatibility of Multimedia Equipment - Emission Requirements (EN 55032).
4. Prior to a building permit being issued, a Construction Management Plan that details how the construction will be managed to minimise the impact on surrounding areas must be lodged with and approved by the City. The Construction Management Plan is required to address the following concerns that relate to any works to take place on the site:
 - a. Public safety, amenity and site security;
 - b. Contact details of essential site personnel;
 - c. Construction operating hours;
 - d. Noise control and vibration management;
 - e. Air, sand and dust management;
 - f. Stormwater and sediment control;
 - g. Soil excavation method;
 - h. Waste management and materials re-use;
 - i. Traffic and access management; and
 - j. Parking arrangements for contractors and subcontractors.

CARRIED**(5 / 2)**

For:	Deputy Mayor Terrence Winner, Cr Kirsty Dellar, Cr Wayne Johnson, Cr Kyran O'Donnell, Cr Carla Viskovich and
Against:	Cr Richard Halse Cr Deborah Botica

Councillor Walker-Dunstan returned to the Chamber at 7:51pm after the item was voted on.

14.6.2 City Grant Program - Major Grants

Responsible Director:	Adam Strelein Director City and Community
Responsible Business Unit:	Community Development
Disclosure of Interest:	Nil
Voting Requirements:	Simple
Nature of Council's Role in Decision-Making:	Executive Strategic
Attachments:	1. Major grant reporting [14.6.2.1 - 33 pages]

SUMMARY STATEMENT

Council is asked to review and approve funding requests from eligible community organisations submitted through the City's Major Grant Round One for 2026/27.

REPORT

Background

The City's Major Grants Program provides financial assistance to eligible not-for-profit organisations, community groups, sporting clubs, cultural organisations, and other community-based entities to deliver significant projects, programs, events, and infrastructure initiatives that contribute to the social, cultural, environmental, and community development outcomes of the City.

The program supports initiatives that align with the City's Strategic Community Plan and other relevant strategies, policies, and action plans, ensuring fund allocation in projects that deliver meaningful and impactful benefits to the community.

Major Grants are available for funding requests exceeding \$50,000 and are offered through two funding rounds each financial year:

- Round 1: April to June
- Round 2: November to January

The program aims to support high-impact initiatives and program delivery that strengthen community wellbeing, build local capacity, enhance community infrastructure, and contribute to the achievement of the City's strategic priorities.

The purpose of this report is to present the Major Grant – Round 1 application(s) received under the City Grant Program 2026/27 for Council's review, consideration, and decision-making.

This report provides Council with an overview of each application, including the proposed project, funding request, highlighted community need, anticipated outcomes, strategic alignment, and officer's recommendation, with the intention that Council is enabled to:

- Assess the merits of each application against the objectives and eligibility requirements of the Major Grants Program.
- Consider the potential social, cultural, environmental, economic, and community impacts arising from the proposed initiative.
- Evaluate the extent to which the project aligns with the City's Strategic Community Plan, Corporate Business Plan, and other relevant strategies, policies, and action plans.
- Consider the applicant's capacity to successfully deliver the project and achieve the proposed outcomes.
- Ensure the responsible, transparent, and equitable allocation of public funds.
- Determine the appropriate level of funding support, if any, to be provided to the applicant.

Council's consideration of this report will support informed decision-making and ensure that funding is directed towards initiatives that contribute to the achievement of the City's strategic priorities and deliver meaningful outcomes for greater community impacts.

Assessment Process

Applications were assessed against:

- City Grants Program Guidelines;
- City's Strategic Community Plan and other action plan alignment;
- Community need;
- Financial viability;
- Organisational capacity;
- Long-term sustainability;
- Community benefits; and
- Program/Initiative has wider impacts.

Applications

The City Grant Program 2026/27 – Major Grant – Round 1, for funding applications over \$50,000, received five (5) applications.

The applications represent a diverse range of community initiatives and impact areas, including community infrastructure improvements, arts and culture, community wellbeing, tourism, community capacity building and large-scale events. Summary assessments and officer recommendations are included in the report, with the full assessment, including proposed Key Result Areas (KRA's) are included as *Confidential Attachment 1 – Major Grant Round 1 2026/27 - Officer Review*.

Boulder Speedway Association Inc.

The Boulder Speedway Association Inc has applied through the City's Major Grants Program to support the delivery of the regional 410 Sprintcar Event at the Kalgoorlie International Speedway, scheduled for 29–31 January 2027.

The proposed initiative comprises a three-day motorsport and community engagement program, including:

School and youth engagement activities.

- A free public "Meet the Drivers" community activation event.
- A feature 410 Sprintcar race meeting, attracting competitors from across Western Australia and interstate.

The project is intended to strengthen the City's profile as a regional events destination by increasing visitor numbers, stimulating tourism expenditure, encouraging community participation, supporting volunteer involvement, and delivering broader economic benefits to Kalgoorlie-Boulder.

The applicant is a well-established, volunteer-managed motorsport organisation with a demonstrated history of successfully delivering major Sprintcar events at the Kalgoorlie International Speedway. Event delivery is supported through a combination of volunteer contributions, sponsorship, community partnerships, and in-kind support.

The application is accompanied by supporting documentation, including previous event financial statements and operational information, demonstrating the Association's organisational capacity, financial management, and experience in delivering large-scale motorsport events in a safe and effective manner.

Highlighted Community Need

The application identifies following community needs:

- Limited access to large-scale entertainment and sporting events in regional WA
- Need for increased affordable family recreation opportunities in Kalgoorlie-Boulder.
- To increase youth engagement and structured volunteer pathways.
- Need to maximise use of existing community infrastructure (Speedway facility).
- Desire to stimulate regional tourism and local economic activity.
- The project responds to these needs by providing a major regional event that combines sport, tourism, and community activation event.

Strategic Alignment

i. Strategic Community Plan Alignment

The proposed 2027 Regional 410 Sprintcar Event demonstrates alignment with the City's strategic Community Plan by supporting community participation, regional tourism, economic development, youth engagement, volunteerism, and activation of community infrastructure.

The initiative intends to contribute to the City's Strategic Community Plan 2025–2035 by positioning Kalgoorlie-Boulder as a regional destination for major sporting events, increasing visitation and tourism expenditure, and delivering accessible, family-friendly recreational opportunities. The event also strengthens community connections through volunteer participation and youth engagement initiatives.

ii. City Grant Program Alignment

The project aligns with the Major Grants Program Objectives by delivering significant community, social and economic outcomes. It promotes inclusive participation, supports volunteer capacity, activates the Kalgoorlie International Speedway, and is expected to generate economic benefits for local businesses, including accommodation, hospitality, retail, and tourism operators.

iii. Other relevant City Plans and Strategies Alignment

The initiative also supports broader City Action Plans by encouraging active use of community sporting infrastructure, enhancing regional vibrancy, fostering community

wellbeing and inclusion, promoting youth development through motorsport pathways, and supporting volunteer-led organisations.

Overall, the project contributes to strengthening Kalgoorlie-Boulder's reputation as a vibrant regional events destination while delivering lasting benefits for the local community and economy.

Recommendation

The project is recommended for partial funding, as it is expected to deliver strong community and economic benefits while ensuring appropriate and compliant use of City funds.

The application is well aligned with the City's Strategic Community Plan and Grant Program objectives, supporting regional activation, community participation, and increased tourism through a major sporting event.

In line with City Grant Program guidelines, partial funding is recommended, with the reduction reflecting the exclusion of marketing and promotion costs, which are ineligible, whilst ensuring the alignment of City funding to core event delivery and community benefit outcomes.

Goldfields Repertory Club Inc.

The Goldfields Repertory Club has applied through the City's Major Grants Program to support Stage 3 Construction Documentation for the redevelopment of its theatre at 7 Brookman Street, Kalgoorlie. The requested funding is \$97,000, with the total estimated cost for this stage being \$195,000.

The Goldfields Repertory Club Theatre Rebuild Project - Stage 3 involves engaging architects and specialist consultants to prepare detailed construction documentation required to proceed to tender, forming a critical step toward the demolition and full redevelopment of the existing theatre into a modern community performance facility.

The broader project proposes the delivery of a purpose-built, contemporary community theatre, designed to meet current building standards, improve accessibility, and provide a safe, inclusive, and flexible venue for community and cultural use across the Goldfields region.

The applicant is a long-standing community arts club with approximately 95 years of continuous operation in Kalgoorlie-Boulder. The organisation delivers community theatre productions, youth engagement programs, volunteer participation opportunities, cultural development activities, and venue hire services for local community groups.

The Goldfields Repertory Club holds significant community legacy and cultural identity through the performing arts sector, with a sustained history of supporting community volunteer participation and creative development in the Goldfields.

Highlighted Community Need

The application identifies following community needs:

- The existing theatre is no longer compliant with modern building standards.
- The building is not suitable for renovation, hence needs to be rebuilt.
- There is limited alternative performance infrastructure in the region to delivery.
- Existing venues are unable to accommodate the scale of current participation and programming demand.
- A safe and accessible performance and highlight venue.

- A culturally significant community facility.
- Expanded participation opportunities for performers, youth, and community groups.
- Preservation of a long-standing arts and cultural participation.

The project addresses this need by redeveloping the theatre to comply with current building standards, while delivering an inclusive, accessible facility that supports cultural and art space.

Strategic Alignment

i. Strategic Community Plan Alignment

The Goldfields Repertory Club's theatre rebuild aligns with Strategy 1 of the City's Strategic Community Plan, supporting opportunities for people and families to belong, connect, contribute, and stay. The project will deliver an accessible and welcoming community venue for cultural programs and events that reflect and celebrate the City's diverse population.

The initiative also supports Strategy 2.1 by enhancing local cultural infrastructure and contributing to the City's visitor attractions. The theatre, as the oldest continuously operating community theatre in Western Australia (95 years), is a significant part of the Goldfields' cultural heritage and identity.

The redevelopment is expected to strengthen community pride, cultural participation, and social connection by providing a modern facility that supports inclusive performing arts activities and community use.

It will also enhance the visitor experience and contribute to local tourism and associated economic activity through increased arts programming and events.

ii. City Grant Program Alignment

The project aligns with the City's Grant Program objectives by fostering community connection, pride in place, and ownership of public spaces.

The upgraded facility will provide an accessible, high-quality venue that enhances the City's cultural representation and supports a vibrant local arts sector, while creating positive first impressions for visitors and new residents.

iii. Other relevant City Plans and Strategies Alignment

The initiative is also aligned with the City's Access and Inclusion Plan, ensuring equitable access for all community members.

The new facility will include universal design features such as wheelchair access, lifts, accessible toilets, wider seating areas, and parent-friendly facilities. It will also support participation for people with disability both on stage and as audience members, including opportunities for sensory-friendly performances.

This initiative will also contribute to achieving the City's Art and Cultural plan, through special sensory production that will be inclusive, accessible and provide a space for the community to participate in the theatrical experience as performers or audience members.

Overall, the project strengthens cultural inclusion, accessibility, and community participation while reinforcing Kalgoorlie-Boulder's identity as a culturally active and welcoming regional city.

Recommendation

This proposal is recommended for partial support, as application demonstrates alignment with the City's Strategic Community Plan by supporting cultural development, community connection, accessibility, and the preservation of a significant community asset.

While the funding is for planning rather than construction, it is a critical step in progressing the redevelopment.

The recommendation reflects the project's long-term community benefits while recognising that potential capital costs fall outside the current grant guidelines.

As a funding condition, the Club should deliver at least two inclusive community or youth performances following project completion to demonstrate measurable community outcomes from the City's investment.

Key considerations include the reliance on future external funding, limited detail in the risk management plan, and that completion of Stage 3 does not guarantee the commencement of construction.

Goldfields Women's Health Care Centre

The Goldfields Women's Health Care Centre (GWHCC) has applied through the City of Kalgoorlie-Boulder's City Major Grants Program to establish a locally delivered Child Sexual Abuse Therapeutic Service (CSATS) in the Goldfields region.

The proposed service will provide free, trauma-informed, and evidence-based counselling and early intervention support for children under twelve (12) who have experienced sexual abuse, as well as support for their non-offending caregivers.

Currently, there are no local free specialised counselling services of this nature, and state-funded services are undergoing recommissioning. This has resulted in an anticipated minimum 12-month service gap, during which children and families face long waitlists, travel barriers, or no access to appropriate therapeutic support.

The CSATS model intends to deliver:

- Evidence-based, trauma-informed counselling for children.
- Psychoeducation and therapeutic support for caregivers.
- Case coordination with schools, health services, and child protection agencies.
- Early intervention to reduce long-term trauma impacts.

The program aims to:

- Improve access to specialised support services in the Goldfields region.
- Reduce the long-term impacts of childhood trauma.
- Strengthen family stability and protective factors.
- Prevent escalation into crisis-level service demand.

The initiative will be delivered locally within Kalgoorlie-Boulder, ensuring services are accessible, culturally responsive, and tailored to the needs of the Goldfields community.

Highlighted Community Need

The application identifies the following community needs:

- There is a significant gap identified in specialised child sexual abuse services in the Goldfields region.
- There are currently no free, specialised counselling services for children under twelve (12) impacted by sexual abuse.

- State-funded Child Sexual Abuse Therapeutic Services are undergoing recommissioning, resulting in a minimum 12-month service gap.
- Regional and remote families face limited access due to long travel distances, waitlists, or complete service unavailability.
- Regional Western Australia experiences shortages in specialist trauma-informed workforce capacity and reliance on generalist services.
- High rates of child sexual abuse nationally and in WA, with children aged 10–14 being the most affected group, particularly girls.
- Under-reporting of child sexual abuse, particularly in regional and remote communities due to access and disclosure barriers.
- Without early intervention, children are at increased risk of long-term mental health issues, developmental disruption, reduced educational outcomes, and intergenerational trauma.

The initiative responds to this need by delivering locally based, accessible, and specialist early intervention therapeutic support services for children and families across Kalgoorlie-Boulder and the wider Goldfields region.

Whilst the initiative demonstrates significant need, the primary legislative and administrative responsibility for child protection, including the delivery and funding of specialised Child Sexual Abuse Therapeutic Services (CSATS) sits with the State Government. The City's Financial Support Policy specifies that "requests that are considered by the City to be the funding responsibility of other levels of government" are ineligible for funding.

Strategic Alignment

i. Strategic Community Plan Alignment

This initiative aligns strongly with the City's Strategic Community Plan priorities relating to safety, wellbeing, and social inclusion. It contributes to:

- A safe and supportive community through early intervention for vulnerable children
- Improved health and wellbeing outcomes for at-risk families
- Stronger community resilience through trauma-informed care and family strengthening
- Equitable access to essential services across regional communities

By addressing a critical service gap, the initiative supports a thriving and inclusive community where residents feel safe, supported, and able to access appropriate care.

ii. City Grant Program Alignment

The CSATS initiative aligns with the City's Grant Program objectives by delivering a community-focused, high-impact service that strengthens wellbeing, connection, and long-term resilience. Key alignments include:

- Community wellbeing: Providing free access to counselling reduces barriers for vulnerable families and improves quality of life.
- Social impact: Early intervention reduces the long-term health, social, and economic costs associated with untreated trauma.
- Strengthening community capacity: Supporting children and caregivers improves family functioning and community stability.
- Access and inclusion: Ensuring equitable access to specialist services in a regional area While not an event-based program, this initiative delivers

essential social infrastructure, addressing a significant unmet need and contributing to a healthier, safer community.

Whilst the initiative demonstrates strong alignment with the intention and outcomes of the City Grant Program, the majority of the project activity proposed is ineligible for funding through the program, as the primary legislative and administrative responsibility for child protection, including the delivery and funding of specialised Child Sexual Abuse Therapeutic Services (CSATS) sits with the State Government. The City's Financial Support Policy specifies that "requests that are considered by the City to be the funding responsibility of other levels of government" are ineligible for funding.

iii. Other relevant City Plans and Strategies Alignment

This project also aligns with broader City strategies and action plans, including:

- Youth and Child Wellbeing Strategies, through targeted early intervention for children under 12
- Community Safety Plans, by addressing trauma early and reducing long-term harm
- Public Health and Social Development Plans, by improving mental health outcomes and service access
- Aboriginal Engagement Priorities, through culturally safe and inclusive service delivery approaches.

Recommendation

This proposal is recommended for partial support, with City funding limited to project delivery costs specifically to cover participation support and workshop materials.

This support reflects the identified short-term service gap for child counselling services in the region during State CSATS recommissioning. Any support is recommended to be time-limited, with the applicant required secure State/Federal funding for ongoing or future service delivery. The delivery and funding of specialised Child Sexual Abuse Therapeutic Services (CSATS) sit with the State Government, which holds primary legislative and administrative responsibility for child protection. The City's Financial Support Policy specifies that "requests that are considered by the City to be the funding responsibility of other levels of government" are ineligible for funding.

Second Act Arts Inc

Second Act Arts Inc has applied for funding to support their Chronicle: Kalgoorlie-Boulder Stories project which is a community storytelling and cultural engagement initiative that transforms the lived experiences of residents into a shared public event, ongoing storytelling opportunities, and a published book.

The project aims to capture a meaningful snapshot of the community, grounded in the belief that there is no such thing as an "ordinary" life.

The initiative begins with an interactive and accessible storytelling platform featuring original artwork, calming soundscapes, and reflective prompts that invite residents to share memories, experiences, challenges, and hopes connected to life in Kalgoorlie-Boulder.

Submissions will be accepted online and via paper-based formats to ensure accessibility and inclusion. The project highlights the shared human need something to do, something to hope for, and something to love by highlighting the resilience, humour, and strength of local people.

Targeted outreach will be delivered in partnership with local organisations including the Goldfields Aboriginal Language Centre, ArtGold, Eastern Goldfields Historical Society, and Goldfields Repertory Club.

Six participants will be selected for in-depth interviews with an award-winning writer, with their stories developed into a professionally produced live public storytelling event featuring performance, audience connection, and community engagement.

The project will also produce a high-quality hardcover Chronicle book documenting local stories and photography. The Eastern Goldfields Historical Society has identified these contributions as valuable historical records suitable for preservation and inclusion in the Australian Heritage Festival.

Highlighted Community Need

The application identifies the following community needs:

- Social isolation and limited opportunities for meaningful connection due to geographic isolation and a transient population.
- Prominent levels of loneliness in the community, consistent with national trends linking isolation to poor mental and physical health outcomes.
- Lack of structured, inclusive platforms for residents to share stories and connect with others.
- Need to strengthen community cohesion, belonging, and local identity in Kalgoorlie-Boulder.
- Limited opportunities to capture and preserve local stories and lived experiences.

The initiative responds by providing accessible storytelling platforms (digital, paper, interviews, and live events) to strengthen social connection, reduce isolation, and build community belonging and identity.

Strategic Alignment

i. Strategic Community Plan Alignment

This project aligns with the City of Kalgoorlie-Boulder Strategic Community Plan by strengthening community connection, wellbeing, cultural participation, and local identity. It provides inclusive storytelling opportunities through submissions, interviews, and a live event that promote social cohesion and belonging.

The project preserves cultural identity by documenting contemporary community stories in a published archive, supported by local heritage partnerships. It prioritises accessibility through multiple participation methods and targeted outreach to diverse groups, including First Nations community, CALD communities, older residents, LGBTQIA+ community, and people with disability.

Overall, Chronicle enhances community engagement, inclusion, and civic pride while contributing to a lasting cultural record of Kalgoorlie-Boulder.

ii. City Grant Program Alignment

It also aligns with the City's Community Grants Program by strengthening connection, participation, inclusion, and community pride through storytelling and shared cultural experiences.

It encourages residents to share lived experiences that contribute to a live performance, published book, and development of an ongoing Local Scribes group, noting the application does not reference engagement with the existing local writers

group. The project improves community wellbeing by reducing isolation and increasing social engagement, particularly for those less likely to participate in traditional programs.

It also builds community pride by displaying local resilience and diversity, while strengthening long-term community capacity through an ongoing storytelling network that extends engagement beyond the funding period, however the application does not clearly outline or specify capacity building or employment opportunities for local arts professionals, with the exception of engaging one local photographer for the project.

iii. Other relevant City Plans and Strategies Alignment

The project aligns with other key City of Kalgoorlie-Boulder strategic priorities, including community wellbeing, cultural development, events activation, and heritage preservation.

It supports connected communities by enabling inclusive participation and strengthening relationships across diverse groups through storytelling. The live public event contributes to events activation, civic pride, and community engagement, while the published stories support cultural tourism and heritage preservation in partnership with the Eastern Goldfields Historical Society.

The project also advances inclusion and accessibility through tailored participation pathways for First Nations community, older residents, CALD communities, LGBTQIA+ community, and people with disability.

Long-term engagement is strengthened through the ongoing Local Scribes program, supporting sustained community connection and belonging.

Recommendation

The proposal for this one-off project is recommended for partial support as it aligns with the City's objectives to strengthen cultural and artistic development in Kalgoorlie-Boulder.

It provides opportunities for community storytelling, fostering connection and belonging, and will contribute to preserving local cultural heritage while enhancing tourism potential through its final performance and publication.

However, the application lacks clear detail on expected community benefits, including how local creative professionals (beyond the identified photographer) and not-for-profit organisations will be engaged, and what capacity-building outcomes will result.

There is also no reference to existing groups such as the Goldfields Writers Group in relation to the proposed scribes group.

The project is recommended for partial funding due to these gaps and the inclusion of ineligible costs (staff costs, marketing and venue expenses), while noting that salaries and wages related to project delivery are considered not eligible in this instance.

Western Desert Racers

The Western Desert Racers has applied through the City's Major Grant Program to host the 10th annual Kalgoorlie Desert Race 2026, a nationally significant motorsport event forming Round 4 of the Motorsport Australia Off Road National Championship and the final round of the Western Australian Off Road Racing Championship.

The event attracts approximately three hundred (300) competitors and crews from across Australia, with up to 1,500 participants and support crew visiting Kalgoorlie-

Boulder. It is widely recognised as a “bucket list” event within the off-road racing community.

The program includes the National Championship race series across a 121km desert course through Kanowna, Mt Vettters Station, and Lake Perkolilli, featuring motorcycles and off-road cars competing over three days. The event begins with a free community Street Party at the Kalgoorlie-Boulder Race Club, attracting approximately 2,500 attendees, and concludes with a presentation dinner at the Race Club.

The event displays Kalgoorlie-Boulder as a premier regional destination, delivering significant tourism, economic activity, and community engagement. This event benefits the local accommodation, hospitality, and services are heavily utilised, with bookings often filled months in advance.

The Kalgoorlie Desert Race is a community-driven event supported by volunteers, local businesses, and national motorsport bodies. It also provides ongoing skill development opportunities for volunteers and contributes to strengthening the region’s motorsport capability, tourism profile, and community pride.

Highlighted Community Need

The application identifies the following community needs:

- Ongoing support is required to sustain and grow major sporting events in the Goldfields region and demonstrating strong capability to host them.
- Need for structured platforms that enable community participation, volunteer development, and regional promotion through major events.
- Requirement to strengthen and expand nationally remarkable events that contribute to regional visibility and boosts local economy.
- Need to reinforce local identity and increase community engagement in motorsport and related activities.
- Opportunity to further events, positioning Kalgoorlie-Boulder as a recognised destination for national and international visitors through event attraction and delivery.

The Kalgoorlie Desert Race 2026 responds by providing a structured event platform that supports community involvement, builds volunteer capacity, strengthens regional identity, and enhances the profile of Kalgoorlie-Boulder as a key sporting and tourism destination.

Strategic Alignment

i. Strategic Community Plan Alignment

The Kalgoorlie Desert Race aligns with the City’s Strategic Community Plan by strengthening community connection, economic development, tourism, and active participation in community life. It brings together volunteers, competitors, and residents to deliver a major sporting event that fosters pride, belonging, and social cohesion. The event also provides meaningful volunteer and training opportunities, supporting skills development and civic engagement.

In addition, it stimulates local business participation through procurement and generates visitor expenditure across accommodation, hospitality, and retail sectors.

The event further supports ongoing infrastructure use and development at the Race Club precinct, which delivers year-round community benefit.

ii. City Grant Program Alignment

The Kalgoorlie Desert Race supports the City's grant program objectives by increasing community participation in a major regional event and delivering a free community Street Party that attracts thousands of residents.

It provides structured sport and recreation pathways for local competitors and supports volunteer training, leadership development, and skills building. The event also encourages community pride and ownership of a nationally recognised sporting event while strengthening social connection and promoting active lifestyles.

Collectively, these outcomes enhance Kalgoorlie-Boulder's reputation as a leading regional events destination.

iii. Other relevant City Plans and Strategies Alignment

The event aligns with the City's Events Strategy by delivering a flagship sporting event that drives tourism, visitation, and local economic activation.

It contributes to sustained economic and social benefits through ongoing engagement with motorsport participants, local businesses, and community stakeholders.

The event also supports year-round utilisation of local infrastructure and reinforces Kalgoorlie-Boulder's positioning as a recognised destination for major sporting and tourism events.

Overall, the application demonstrates that Kal Desert Race is a well-established major event that delivers significant social, economic, and tourism benefits for the City of Kalgoorlie-Boulder.

Recommendation

The proposal is recommended for partial funding. Whilst it demonstrates strong alignment with the Strategic Community Plan and Council's Events Strategy, particularly in relation to community activation, volunteer engagement, and regional economic stimulation, financial projections indicate a budget surplus, which suggests the event is already financially viable. However, there may be inconsistencies in budget assumptions, particularly regarding the treatment of sponsorship and grant income as fully confirmed.

It is also noted the application requests in-kind support of \$5000 for the use of City-owned event equipment including crowd control barriers and the GVROC toilets. Under the City's Financial Support Policy, an application for waiver of hire fees sits outside of the Major Grant Funding process and can be applied for separately.

Despite this, the event provides clear community benefit and aligns with Council objectives. If Council resolves to support the application, it is recommended that funding be provided specifically to support community wellbeing and engagement components such as entertainment and security, ensuring safe and engaging delivery of activities.

Summary of Applications and Funding Requests

Applicant	Project	Funding Request	Total Project Cost	Recommended Funding
Boulder Speedway Association Inc	Kalgoorlie-Boulder Premier Sprintcar Project	\$90,000	\$160,000	\$61,000

Goldfields Repertory Club (1931) Inc	Goldfields Repertory Club Theatre Rebuild Project – Stage 3	\$97,000	\$195,000	\$50,000
Goldfields Women's Health Care Centre	Child Sexual Abuse Therapeutic Service – Goldfields Early Intervention Program	\$275,000	\$310,000	\$35,000
Second Act Arts Inc	Chronicle: Kalgoorlie-Boulder Stories	\$65,000	\$115,000	\$41,000
Western Desert Racers	Kal Desert Race 2026	\$50,000	\$610,000	\$40,000

Options

Option 1: Approve the grants as recommended

The rationale for Option 1 is the subject of this report.

This is the recommended Officer Recommendation.

Option 2: Choose to not award any or all of the grants

This would result in the non-approved grant related projects likely not being delivered, and could result in reputational risk of the City not being supportive of a group or project of the nature not awarded.

Option 2 is not recommended. Should Council resolve an Alternate Motion of this nature, a reason for varying from the Officer Recommendation needs to be recorded.

Option 3: Adjust the amount of funding for any or all grants.

Adjusting amount upward would be problematic as the funding is calculated from specific quoted eligible budget items that need to be acquitted by the funded organisation. Officers would in most instances need to allocate the increase against items that are not eligible within Policy.

Adjusting a funding amount further downward from that recommended would potentially put at risk the project feasibility, and could result in reputational risk of the City not being supportive of a group or project of the nature for which the project does not progress. Funding is required to be aligned to specific budget items, so any reduced amount should equate to specific eligible budget item amounts being removed.

Option 3 is not recommended. Should Council resolve an Alternate Motion of this nature, a reason for varying from the Officer Recommendation needs to be recorded.

INTERNAL CONSULTATION

Internal consultation was undertaken with members of the City's Advocacy and Strategy team with regards to initiatives seeking funding through the Major Grant Round that may be better aligned with funding provided by other levels of government.

COUNCIL CONSULTATION

Consideration around the provision of budget for the purposes of grant funding has been raised with Council as part of the 2026/27 financial year Budget preparation process.

COMMUNITY ENGAGEMENT CONSULTATION

The City held Grant Information Workshops on the 25 March and 17 June 2026 at the Goldfields Arts Centre, which were attended by more than 50 interested applicants. The four information sessions, and the Major Grant Program, were broadly promoted to the community on the City's website, social media channels, and the Kalgoorlie Miner.

It is a requirement of all funding applications for the community group or organisation seeking funding support from the City through the Community Grant Program to engage with City officers to understand the requirements and parameters of the Major Grant Program. All applicants met this requirement.

BUDGET IMPLICATIONS

The recommendations included in this report have had adequate provision made in the City's 2026/27FY Budget and take into consideration potential funding requests that may arise throughout the year through the Minor Grant Program and the second Major Grant Round.

STATUTORY IMPLICATIONS

There are no statutory implications resulting from the recommendations of this report.

POLICY IMPLICATIONS

The recommendations of this report align with the requirements of the City's Financial Support Policy.

COMMUNITY STRATEGIC PLAN LINKS

This report links to the Strategic Community Plan through the following Guiding Theme/s:

Communities connected through people, place and purpose - Providing opportunities for people and families to belong, contribute, connect and stay

Communities connected through people, place and purpose - Enhance community inclusion, safety and well-being.

STRATEGIC CONTEXT

The recommendations of this report are consistent with the objectives of the City's Strategic Community Plan 2025-2035.

Community Support and funding is referenced in the City's Corporate Business Plan 2025-2029 as follows:

- Delivery of community funding and support.

RISK ASSESSMENT

The table below shows:

1. Council's adopted risk tolerance for each category; and
2. City officer's risk assessment of the recommendation to Council, undertaken using the City's Risk Management Framework and taking into account current controls.

	Assessment of consequence	Assessment of likelihood	Comments on Council's tolerance for any related risk, and controls where outside of tolerance
Health/injury	N/A	N/A	
Financial loss	Minor	Unlikely	Council has a moderate tolerance for risk in relation to delivery of services and projects in accordance with the adopted Annual Budget. The Major Grant Program funds are awarded in line with Council's adopted budget and therefore within Council's acceptable level of risk.
Service interruption	N/A	N/A	
Legislative breach	N/A	N/A	
Reputational damage	Moderate	Possible	Council has a low tolerance for risk in relation to the City's reputation and public perception of it. Perception of funding application impacts is subjective but could be significant if applicants receiving reduced funding choose to draw public attention to impacts. This risk of reputational damage can be mitigated and managed through engagement with the applicants to explain rationale for outcomes and provide advice on alternate support.
Property damage	N/A	N/A	

Environmental damage	N/A	N/A	
Project time	N/A	N/A	
Project cost	N/A	N/A	

Whilst the risk of potential reputational damage exceeds Council's tolerances, appropriate mitigation measures can be taken to minimise this risk. Funding through the Major Grant Program is discretionary, with the intended objectives of building a sense of community and belonging through events and programs in education, sport, culture, or other community focused activities; building community pride in Kalgoorlie-Boulder and creating a sense of ownership of public spaces. The City's Financial Support Policy and the Community Support Handbook clearly outline parameters for funded programs and activities.

OFFICER RECOMMENDATION/COUNCIL RESOLUTION

Moved By: Cr Deborah Botica

Seconded By: Cr Kirsty Dellar

That Council:

1. Endorse a total of \$227,000 in grant funding to be allocated through the Major Grant Program as follows:
 - a) \$61,000 for the Boulder Speedway Association Inc. for the Kalgoorlie-Boulder Premier Sprintcar Project;
 - b) \$50,000 for the Goldfields Repertory Club (1931) Inc. for the Goldfields Repertory Club Theatre Rebuild Project – Stage 3;
 - c) \$35,000 for the Goldfields Women's Health Care Centre for the Child Sexual Abuse Therapeutic Service – Goldfields Early Intervention Program;
 - d) \$41,000 for the Second Act Arts Inc. for the Chronicle: Kalgoorlie-Boulder Stories Project; and
 - e) \$40,000 for the Western Desert Racers for the Kal Desert Race 2026.
2. Authorise the Chief Executive Officer to set out the Key Performance Indicators for each project and reporting requirements, for inclusion in relevant funding agreements and oversight by City officers;
3. Authorise the CEO to execute funding agreements with successful recipients on terms satisfactory to the City including Key Performance Indicators, acquittal requirements and other key details relevant to the funding, use of funding, reporting requirements and relevant timelines; and
4. Notes the outcomes of the assessment as contained in the confidential attachment to this report;
5. Request the Chief Executive Officer to provide feedback on all applications including those who were not awarded the full amount requested, including referral for potential consideration against other City funding streams for eligible applicants.

		CARRIED (7 / 1)
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For:	Deputy Mayor Terrence Winner, Cr Deborah Botica, Cr Kirsty Dellar, Cr Wayne Johnson, Cr Kyran O'Donnell, Cr Carla Viskovich and Cr Vanessa Walker-Dunstan
Against:	Cr Richard Halse

15 CONFIDENTIAL ITEMS

15.1 CEO Recruitment Committee - 17 August 2026

15.1.1 Progress of CEO Recruitment

Responsible Officer:	Geoff Glass Acting Chief Executive Officer
Responsible Business Unit:	Governance
Disclosure of Interest:	Nil

SUMMARY STATEMENT

It is the recommendation of the Responsible Officer that this item be considered behind closed doors due to the private and confidential nature of its contents.

OFFICER RECOMMENDATION

That in accordance with section 5.23 (2) of the *Local Government Act 1995* the meeting is closed to members of the public with the following aspect(s) of the Act being applicable to this matter:

- (b) a matter relating to the recruitment or employment of the CEO or a senior employee, including the following —
 - (i) the termination of employment;
 - (ii) a review of performance under section 5.38;

COUNCIL RESOLUTION**Moved By: Cr Kirsty Dellar****Seconded By: Cr Carla Viskovich**

That in accordance with Section 5.23 (2) of the *Local Government Act 1995* the meeting is closed to members of the public.

CARRIED**(8 / 0)**

For:	Deputy Mayor Terrence Winner, Cr Deborah Botica, Cr Kirsty Dellar, Cr Wayne Johnson, Cr Kyran O'Donnell, Cr Carla Viskovich, Cr Richard Halse and Cr Vanessa Walker-Dunstan
Against:	Nil

Members of staff left the room at 7:57pm and Council moved into Confidential session.

COMMITTEE RECOMMENDATION/COUNCIL RESOLUTION**Moved By: Cr Kirsty Dellar****Seconded By: Cr Kyran O'Donnell**

That Council, by absolute majority, endorse the proposed CEO Job Description and Selection Criteria as contained in Attachment 1.

CARRIED BY ABSOLUTE MAJORITY**(8 / 0)**

For:	Deputy Mayor Terrence Winner, Cr Deborah Botica, Cr Kirsty Dellar, Cr Wayne Johnson, Cr Kyran O'Donnell, Cr Carla Viskovich, Cr Richard Halse and Cr Vanessa Walker-Dunstan
Against:	Nil

COMMITTEE RECOMMENDATION/COUNCIL RESOLUTION**Moved By: Cr Kirsty Dellar****Seconded By: Cr Deborah Botica**

That Council:

1. Endorse the complete Application pack to be included in the Chief Executive Officer recruitment advertisement as per attachments 2 and 3; and
2. Authorise the recruitment consultant, in consultation with the Presiding Member and the Acting CEO, to make only minor administrative or formatting amendments to the application pack that do not materially alter the duties, responsibilities or selection criteria approved by Council.

CARRIED**(8 / 0)**

For:	Deputy Mayor Terrence Winner, Cr Deborah Botica, Cr Kirsty Dellar, Cr Wayne Johnson, Cr Kyran O'Donnell, Cr Carla Viskovich, Cr Richard Halse and Cr Vanessa Walker-Dunstan
Against:	Nil

COUNCIL RESOLUTION**Moved By: Cr Vanessa Walker-Dunstan****Seconded By: Cr Kirsty Dellar**

That Council move out of Confidential Session and resume Standing Orders.

CARRIED**(8 / 0)**

For:	Deputy Mayor Terrence Winner, Cr Deborah Botica, Cr Kirsty Dellar, Cr Wayne Johnson, Cr Kyran O'Donnell, Cr Carla Viskovich, Cr Richard Halse and Cr Vanessa Walker-Dunstan
Against:	Nil

Council moved out of Confidential Session and resumed Standing Orders at 8:20pm.

Members of staff returned to the Chamber and the Deputy Mayor read the resolutions adopted in the confidential section.

17 DATE OF NEXT MEETING

The next Ordinary Council Meeting will be held on 22 September 2026.

18 CLOSURE

There being no further business, the Deputy Mayor thanked the Councillors and Staff for their attendance and declared the meeting closed at 8:22pm