



Minutes

Ordinary Meeting of Council

Wednesday 26 August 2026 6:00 pm



Table of Contents

Official opening, welcome and acknowledgement	4
Attendance, apologies and leave of absence	4
Attendance	4
Apologies	4
Leave of absence	4
Applications for leave of absence	5
Disclosures of interest by members	5
Responses to previous public questions taken on notice	5
Public question time	5
Petitions	15
Deputations	16
Presentations	17
Confirmation of minutes	17
Elected member communication	17
Reports and recommendations from officers	19
Committee and working group reports	19
PSC2608-1 NOTRE DAME UNIVERSITY CAR PARKS (3 HIGH STREET, NO. 22 MARINE TERRACE & 11-25 MOUAT STREET, FREMANTLE) - VARIATION TO DA00210/24 (PARTIAL CHANGE OF USE TO PUBLIC CAR PARK) - (ED ET02/26, ET03/26 & ET04/26)	19
PSC2608-3 MANNING STREET, NO. 5 (LOT 28) - UNAUTHORISED ROOF SHEETING ADDITION TO FIRST FLOOR TERRACE (ED DA0164/26)	33
PSC2608-4 KNUTSFORD STREET, NO. 17/5 (LOT 17), FREMANTLE - CHANGE OF USE TO UNHOSTED SHORT-TERM RENTAL ACCOMMODATION - (CR DA0157/26)	52
PSC2608-11 COASTAL HAZARD RISK MANAGEMENT ADAPTATION PLAN - STEERING COMMITTEE MEMBERSHIP	65
PSC2608-12 REQUEST FOR COMMENT ON THE METROPOLITAN REGION SCHEME AMENDMENT TO LIFT THE URBAN DEFERRED ZONE IN NORTH FREMANTLE	72
SGSC2608-6 2026-30 CORPORATE PLAN AND 2025-2026 PROGRESS REPORT	102
SGSC2608-7 ADOPTION OF THE LONG-TERM FINANCIAL PLAN 2026-2036	107



SGSC2608-8	SHORT TERM ACTIVATION OF CITY PROPERTIES - RESPONSE TO NOTICE OF MOTION	119
SGSC2608-9	DRAFT COMPLAINTS MANAGEMENT POLICY	122
	General reports.....	126
C2608-1	CAPPUCCINO STRIP CLOSURE FOR THE AFL GRAND FINAL 2026 (FREMANTLE DOCKERS)	126
	Items approved en bloc	134
C2608-2	MONTHLY FINANCIAL REPORT JUNE 2026.....	135
C2608-3	MONTHLY FINANCIAL REPORT JULY 2026	145
C2608-5	SCHEDULE OF PAYMENTS JULY 2026	152
	Statutory reports	156
C2608-4	STATEMENT OF INVESTMENTS JULY 2026.....	156
	Motion of which previous notice has been given	164
	Urgent business.....	164
	Late items	164
	Confidential business.....	164
	Closure.....	164



Official opening, welcome and acknowledgement

The Presiding Member declared the meeting open at 6:00pm and welcomed members of the public to the meeting.

The Presiding Member informed members of the public that the meeting was being recorded and streamed live on the internet. They further advised that while all care is taken to maintain privacy, visitors in the public gallery and members of the public submitting a question, may be captured in the recording.

Attendance, apologies and leave of absence

Attendance

Mr Ben Lawver	Mayor/Presiding Member
Cr Geoff Graham	Central Ward
Cr Andrew Sullivan	Coastal Ward
Cr Jemima Williamson-Wong	Coastal Ward
Cr Frank Mofflin	East Ward
Cr Pip Slaughter	East Ward
Cr Melanie Clark	North Ward
Cr Ingrid van Dorssen	North Ward (<i>arrived at 6:08pm</i>)
Mr Glen Dougall	Chief Executive Officer
Mr Matt Hammond	Director City Business
Mr Pete Stone	Director Creative Arts and Community
Mr Graham Tattersall	Director Infrastructure
Ms Chloe Johnston	A/Director Planning, Place and Urban Development
Mr David Settelmaier	Manager Strategic Communications and Stakeholder Relations
Ms Gabrielle Woulfe	Senior Governance Officer
Ms Jordyn Harvey	Meeting Support Officer

There were approximately 50 members of the public and no members of the press in attendance.

Apologies

Nil.

Leave of absence

Cr Fedele Camarda	Deputy Mayor/Central Ward
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Applications for leave of absence

COUNCIL DECISION

Moved: Cr Pip Slaughter

Seconded: Cr Andrew Sullivan

Cr Geoff Graham's request for a leave of absence from Monday, 28 September 2026 to Friday 16 October 2026 (inclusive) is approved.

Cr Melanie Clark's request for a leave of absence from Monday, 14 September 2026 to Tuesday 15 September 2026 (inclusive) is approved.

Mayor Ben Lawver's request for a leave of absence from Monday, 14 September 2026 to Tuesday 22 September 2026 (inclusive) is approved.

Carried: 6 / 1

For:

Mayor Ben Lawver, Cr Andrew Sullivan, Cr Jemima Williamson-Wong,
Cr Frank Mofflin, Cr Pip Slaughter and Cr Melanie Clark

Against:

Cr Geoff Graham

Disclosures of interest by members

Cr Jemima Williamson-Wong declared an impartiality interest in item number PSC2608-4 as she works on STRA matters as a lawyer for a service provider. Cr Jemima Williamson-Wong stated that she would not remain in the meeting for the discussion of the item.

Responses to previous public questions taken on notice

There were no responses taken on notice at a previous meeting.

Public question time

Cr Ingrid van Dorssen arrived at 6:08pm during Public Question Time.

Cr Jemima Williamson-Wong left the Chamber at 6:21pm during Public Question Time and returned at 6:22pm.

Cr Melanie Clark left the Chamber at 6:38pm during Public Question Time and returned at 6:38pm.

Cr Melanie Clark left the Chamber again at 7:23pm during Public Question Time and returned at 7:24pm.



The following members of the public spoke in relation to item PSC2608-1:
Anil Nair

Steven Dickson

The following members of the public spoke in relation to item PSC2608-3:
Rebecca Carter

Martin Cabot

The following member of the public spoke in relation to item PSC2608-4:
Ben Osborne

The following members of the public spoke in relation to item SGSC2608-7:

Stephanie Jennings

Juris Varpins

Natalie Hug

Hans Hug

Gerard MacGill

Digby Hill spoke in relation to item SGSC2608-7, and asked the following question:

1. The amphitheatre project commenced in 2002, and I was a member of the design committee. The facility was completed in 2004, and we were able to host three very successful performances in the space before it was subsequently closed. Is there any opportunity to move this project forward?

Response:

This question has been taken on notice. Answers will be provided within the agenda of the next Ordinary Meeting of Council.

Marija Vujcic spoke in relation to item SGSC2608-7, and asked the following questions:

1. Despite a 54% increase in annual rate revenue, why does the LTFP forecast six years of operating losses, and will Council publish those results both including and excluding depreciation?
2. What is the complete ten year cost of Hilton Park, what is the ultimate source of the City's \$3.75m contribution, and which stages are funded or grant dependent?
3. If the anticipated \$25m in asset sale proceeds is not realised, what projects, services or reserves will be deferred or reduced?
4. Will Council amend clause 2.1(i) and require arborist assessments, removal justifications, design alternatives and replacement plan to be published before approving projects affecting significant public trees?



Response:

This question has been taken on notice. Answers will be provided within the agenda of the next Ordinary Meeting of Council.

Michael Wearne spoke in relation to item SGSC2608-7, and asked the following questions:

1. Twelve of the fifteen submissions made to Council by proponents were marked confidential and were not made available to the public. Could the City of Fremantle make these submissions publicly available?
2. The traffic and infrastructure planning required before the deferment is lifted has not yet been completed. We understand the City of Fremantle has raised this matter with the Department of Planning, Lands and Heritage (DPLH). Has a response been received?

Response by the A/ Director Planning, Place and Urban Development:
In relation to the transport question, at this point in time the City has not received a response other than advice that the matter is still being considered. Part of Council's comments on this item tonight will feed back into that process, and the City will keep the community informed of any updates. At this stage, the Commission has not committed to a date for the item to go through its committees and, as previously advised, the matter has been delayed while it awaits feedback from the City and the community.

In relation to the confidential submissions, when the Commission forwarded those through in August last year, it was for preliminary comment from the City. When the City is asked for comment, there are delegations in place that allow officers to provide those comments. However, the City understands this is an important community issue, so the submissions were also provided to Council for its consideration and comment. As they were not City documents and had been provided on a confidential basis, the City was not able to make them publicly available.

The following member of the public spoke in relation to matters not on the agenda, including the Hilton Park Masterplan:

James Johnson
Susan Ferreira

Apolonia Koens spoke in relation to matters not on the agenda, including the Hilton Park Masterplan, and asked the following questions:

1. Why have you not adhered to the Place Plan in terms of less turf and more canopy?
2. Why can't you give us a dedicated walking area under the trees? Why does this Council appear to cater only to the sports teams?



Response by the Director Infrastructure:

The project was developed to accommodate a range of users and focuses on both active and passive recreational pursuits. The relevant considerations and action items identified through the Place Plan are being addressed through the development and implementation of the Master Plan and the proposed works. In relation to the functionality of the junior oval space, it has been designed to cater for dog walkers and includes fencing, as well as paths and walkways. One of the key objectives of both the Place Plan and the Master Plan was to improve permeability throughout Hilton. The space, facilities and environment have been developed to accommodate a range of users.

Jane McLean spoke in relation to matters not on the agenda, including the Hilton Park Masterplan, and asked the following questions:

1. Can Council please confirm the total area of the junior oval currently proposed for construction?
2. Can Council confirm whether the mapped area the community walked around includes the entire construction footprint required to deliver the oval, including the recommended 3-metre runoff areas, earthworks, boundary fencing, lighting, drainage, spectator areas and coaching areas?
3. Will Council commit to providing the community with an updated tree impact plan showing the complete construction footprint of the junior football oval so that the full extent of the proposed works and their impact on existing mature trees can be clearly understood?
4. Can Council maintain the halt on proceedings until the community has had time to consider any new findings?

Response by the Director Infrastructure:

The dimensions of the junior oval are 96 metres by 76 metres, including provision for runoff areas. Those dimensions were marked out on the ground during the site visit conducted the other week. The marked area included provision for grading and levels, and the 26 trees previously identified are those affected by the construction of the works. There are no plans to extend beyond that area or impact any additional trees.

Ronnie McLean spoke in relation to matters not on the agenda, including the Hilton Park Masterplan, and asked the following questions:

1. Can all options considered in the more extensive options analysis be presented and released for public review, including the reasons they were not considered further?
2. Considering the objections raised by large parts of the local community, as represented at meetings last Wednesday, last Friday and again tonight,



regarding the construction of the junior oval at the Dick Lawrence Ovals, which is Council's preferred location and would result in the removal of a significant number of mature trees, will the City of Fremantle revisit all options to determine whether a more suitable location for the junior football oval can be identified?

Response by the Director Infrastructure:

A number of options were initially explored and were refined to six scenarios, which were documented and considered by the reference groups. The reference groups reviewed those six options and developed proposals. Some of the Master Plan options included junior AFL ovals, while others focused on ecological outcomes, had a soccer focus, or provided a more balanced approach. The more balanced option was identified by the reference group as the preferred scenario and was subsequently developed through the Master Plan process. These options were tested with community groups and members of the community. Feedback on the preferred scenario has generally been positive, and it is the option that has been used for community engagement.

As part of the analysis, the Master Plan considered the whole of Hilton Park, although the current proposal relates only to Stage 1, being the northern section of the park. Analysis was undertaken regarding usage, including soccer, the Kennel Field and other areas of the park. This option was considered to represent the best compromise outcome, having regard to the feedback received from the various stakeholder groups.

Lehani Williams spoke in relation to matters not on the agenda, including the Hilton Park Masterplan, and asked the following questions:

1. Did the final Hilton Park Precinct Master Plan reflect what the community was consulted on and what they were told?
2. Approximately when did the City become aware that the preferred design would require the removal of a substantial number of established trees, and when was this disclosed to the community?
3. Can the City provide the total expenditure on Hilton Park consultation and community engagement undertaken during 2023 and 2024, and any other relevant years, broken down by consultant, provider and financial year? This should exclude costs associated with master planning, design, engineering, technical studies and construction, and include any engagement costs paid directly or indirectly through Realm Studios, Shape Urban, or any other consultant or subconsultant involved in community engagement.

Response by the Director Infrastructure:

The engagement process was considered comprehensive and was undertaken in accordance with the City's Engagement Policy. The potential impact on trees was



discussed at working group meetings throughout the process. However, the extent of any tree impacts could not be fully defined until the later stages of developing the preferred scenario through the Master Plan process. The City has committed to continuing to refine and review the design to minimise impacts on trees wherever possible and has sought to do so throughout the project. This approach will continue during the detailed design and construction phases, with the contractor being challenged to minimise the project footprint and impacts on existing trees. The proposed tree removals are also proposed to be offset through the significant tree planting commitments included as part of the project. The financial questions have been taken on notice.

Stephanie Jones spoke in relation to matters not on the agenda, including the Hilton Park Masterplan, and asked the following questions:

1. What discussions and decisions occurred during the four months between the endorsed Place Plan and the final Master Plan that resulted in the significant changes to the area being discussed today? Who participated in those discussions?
2. Can the City provide the minutes, project team records, consultant advice, or other documentation recording how those decisions were reached?
3. The Master Plan received only 22 responses. Was that low response rate identified and discussed by the project team, consultants, administration or Council?
4. Did anyone question whether a response rate of approximately 0.05% of the Fremantle population provided sufficient confidence to proceed with a redevelopment of this scale and cost, being nearly \$8 million? If it was discussed, can the City provide a record of those discussions? If it was not discussed, why was such a low participation rate not considered significant?
5. Three earlier stages of the Hilton Park engagement process used up to five different methods of disseminating information and seeking community participation. Why were the Place Plan and Master Plan stages subsequently communicated primarily through MySay? Who made that decision and why?
6. According to the City's Annual Report, MySay had 2,800 registered users in 2022-23. Of those registered users, how many were residents or ratepayers of Hilton, Beaconsfield or the City of Fremantle?
7. Noting that registration for MySay is also open to people outside the City, was any assessment undertaken or discussion held regarding whether MySay alone would provide a sufficiently broad or representative sample of residents for the Place Plan and Master Plan consultations? If such an assessment occurred, can the City provide it?



Response:

This question has been taken on notice. Answers will be provided within the agenda of the next Ordinary Meeting of Council.

Roslyn Smith spoke in relation to matters not on the agenda, including the Hilton Park Masterplan, and asked the following questions:

1. Given the grant's explicit timeline constraints, has this resulted in the City of Fremantle needing to fast-track the junior oval development, which is tied to the Stage 1 works, at the cost of significant mature tree loss and without proper consultation, as has been discussed in detail tonight?
2. My second question relates to the requirements and strict deliverables attached to the Commonwealth funding of \$3.75 million, which the City of Fremantle must match dollar for dollar. While the deliverables include native green spaces, social connection and community cohesion, has this significant funding influenced the City's emphasis on catering for the tenant clubs?
3. Has the potential income stream from tenant clubs contributed to the City's decision to increase the footprint allocated to tenants at the cost of retaining mature trees?

Response by the Director Infrastructure:

It is worth noting that the objective of the Thriving Suburbs Program is to increase community participation in both active and passive recreation, with a particular focus on inclusive and gender-neutral facilities and supporting increased participation in women's sport. This has been a key consideration for the City in working with tenant clubs and other stakeholders throughout the planning process.

The City will continue to engage with the funding body and ensure that all project timelines and milestones are appropriately managed. The project has not been fast-tracked and has proceeded in accordance with the established program. The tree removal preparatory works were initiated as scheduled to support delivery of Stage 1 of the project, being the northern section of the park, noting that the City has commenced with an asbestos-related pre-works package.

Sita Bresnihan spoke in relation to matters not on the agenda, including the Hilton Park Masterplan, and asked the following question:

1. I request that Council provide a tree protection plan prepared by a qualified consulting arborist that clearly shows the actual impact of the proposed works on the mature trees within the area. There are a number of very large mature trees on the edge of the proposed development site and, in my professional opinion, their retention may be incompatible with the current plan. Can this information be provided to the community before the works commence?



Response:

This question has been taken on notice. Answers will be provided within the agenda of the next Ordinary Meeting of Council.

Mark Woodcock spoke in relation to matters not on the agenda, including the Hilton Park Masterplan, and asked the following questions:

1. Could Council provide the total line-item cost to ratepayers for removing the 26 mature trees, including stump grinding, and outline how the loss of an estimated 1,000 years of combined tree growth is reflected in the City's asset registers? Can Council state what formal impact study was undertaken regarding the impact on local birdlife, specifically the loss of mature roosting canopy, foraging sites and tree hollows used by urban species? What will happen to the trees if they are ultimately removed?
2. Regarding the local arborist bidding and quoting process, was the tree removal contract awarded through an open and competitive quotation process? Were Fremantle or other local arborist companies given the opportunity to quote for the work? How many companies submitted quotations or tenders before the contract was finalised?
3. Given that heavy machinery and stump grinding can disturb ground containing asbestos materials, what air quality monitoring will the City require around the perimeter fencing and in response to changing wind directions affecting neighbouring residential streets, including Lefroy Road and Carrington Street? Will the daily monitoring logs prepared by the independent occupational hygiene monitor be published to allow the public to review and verify the results?

Response:

This question has been taken on notice. Answers will be provided within the agenda of the next Ordinary Meeting of Council.

Melissa Beeck spoke in relation to matters not on the agenda, including the Hilton Park Masterplan, and asked the following questions:

1. What form and condition is the asbestos in?
2. If the clearing goes ahead, are there better methods that could be used, such as a double tent, extractor fans with HEPA filters, surrounding misters and sprinklers operating 24 hours a day?
3. Will Hilton and Beaconsfield residents be given advance notice of the clearing dates and the proposed duration of the works?
4. Will there be a large exclusion zone to prevent walkers and other park users from accidental exposure?



5. Will there be air quality monitoring undertaken during the works?

Response by the Director Infrastructure:

The City is acutely aware of asbestos and the risks associated with it. The removal and management of asbestos will be closely monitored throughout the works, and the contractor engaged to undertake the work is highly qualified and experienced in asbestos management. The City is well aware of the controls that need to be implemented and how the works must be managed, and will continue to monitor and manage these requirements throughout the delivery of the project.

Emma Geary spoke in relation to matters not on the agenda, including the Hilton Park Masterplan, and asked the following questions:

1. Relating to fauna protection if the project goes ahead, does the City acknowledge that it has no legal grounds to bypass standard environmental impact assessments under State and Federal legislation, namely the Biodiversity Conservation Act 2016 and the Commonwealth EPBC Act?
2. Has the City obtained formal environmental approvals to remove the trees that provide habitat for black cockatoos and boobook owls?
3. How has the City satisfied its due diligence in mapping the entire ecosystem associated with the 26 trees, ensuring that small native birds, such as honeyeaters that may be nesting in the lower canopy or understorey, are protected during the ground-level asbestos works?
4. Has the City calculated the cumulative impact of losing multi-species habitat that simultaneously supports top-order nocturnal predators, such as owls, and threatened seed-eating species, such as endangered black cockatoos?
5. How has the City justified excavating contaminated soil beneath 26 habitat trees, given that the excavation process risks mobilising asbestos fibres into the air, potentially contaminating bird hollows, the canopy, local wildlife and their insect food sources? Further, how has Council mitigated the risk of birds coming into contact with asbestos fibres and dispersing that material beyond the project site?

Response by the Director Infrastructure:

The City has completed an Environmental Management Plan for the site, which identifies the relevant risks, required precautions, legislative requirements, and the measures that need to be implemented to address them. The City has undertaken this work and will ensure those requirements are met. In relation to asbestos, as noted earlier, any works involving asbestos will be carried out in accordance with the applicable Australian standards, guidelines and regulatory requirements.



Anina Burns spoke in relation to matters not on the agenda, including the Hilton Park Masterplan, and asked the following questions:

1. What would it take for Council to take back the two Electors' Meetings and adopt or initiate a plan and design that does not mean the removal of irreplaceable 70-year-old trees, which are not replaceable by replanting two more?
2. What would it take for Council to reconsider a decision that some believe has been determined by bureaucracy and would rather make a bad decision now, which is irreversible, than make the right one?
3. Does Council acknowledge that this, and other destruction of tree canopy in Fremantle, greatly contradicts the tree canopy retention policy that the Mayor himself designed, and that Fremantle residents had faith in Council to represent and uphold green city policy interests?
4. Does Council acknowledge concerns that this act, the perceived hypocrisy, the misleading information regarding the number of trees to be removed, and the lack of community engagement in decision-making, may not encourage the community to have faith in the current Council to make decisions on behalf of the many rather than the few?
5. How does Council respond to concerns raised by the 580 signatures collected over four days, and for those that cannot speak, including the birds, the trees and the environment?
6. What would it take for Council to go back and redesign the Master Plan in a way that would reinstate the feeling of trust the community had in Council?
7. When did public space become private enterprise?

Response:

This question has been taken on notice. Answers will be provided within the agenda of the next Ordinary Meeting of Council.

Kaisa Adams spoke in relation to matters not on the agenda, including the Hilton Park Masterplan, and asked the following question:

1. The Hilton Park Place Plan states, and I quote, "Reducing the amount of turf on site is an important part of ensuring the long-term resilience of Hilton Park." If reducing the amount of turf is an important part of the park's long-term resilience, how did we end up with a Master Plan that includes a new oval and more turf?

Response:

This question has been taken on notice. Answers will be provided within the agenda of the next Ordinary Meeting of Council.



Susan Burton spoke in relation to matters not on the agenda, including the Hilton Park Masterplan, and asked the following question:

1. Will you go back and review the proposal? Can we work together to find a solution that is mutually agreeable? There must be a solution to this, and it does not have to be a dichotomy between sport and non-sport users. My question is: will you help us find it?

Response by the Director Infrastructure:

An Electors' Meeting will be held, and a report arising from that meeting will be presented to Council for consideration. Council will then make a determination on the matter.

Merilyn Major spoke in relation to matters not on the agenda, including the Hilton Park Masterplan, and asked the following questions:

1. When was it written in Council records that asbestos was in the ground that needed to be levelled for a planned oval? That, to me, seems a little counterproductive, to plan an oval where there are two mounds of asbestos which are safely contained at the moment. Was that asbestos removal included in the Master Plan?
2. What was the reason that four Councillors declared a disclosure of interest when voting on the Fremantle Oval development in November 2024 due to their football club memberships, and yet those same four Councillors did not declare an interest when voting for the Hilton Park Football Oval three months earlier?
3. How many of the 10 Councillors who voted in favour of the Master Plan in 2024 had a membership to a football club, or someone in their family did?

Response by the Director Infrastructure:

Through the master planning and design development process, site investigations identified the presence of the asbestos mound. It was only after investigations were undertaken at the preferred location that this was discovered. This information was then taken into account as the proposal was further developed and alternative options were considered.

In relation to the questions regarding Councillors and memberships, those questions will be taken on notice.

Petitions

Mayor Ben Lawver noted that a petition has been received, signed by approximately 580 people, requesting a Special Meeting of Electors pursuant to Section 5.28 of the *Local Government Act 1995* regarding the protection of



mature urban canopy across the City of Fremantle, proposing the following motion:

"That Council immediately halt all clearing and mature tree removals across the City of Fremantle, specifically including the destruction of mature trees at Hilton Reserve, and mandate that any future infrastructure, sports, or masterplan developments must be redesigned to prioritise 100% retention of mature tree canopy."

A Special Meeting of Electors will be held on Tuesday, 15 September 2026 at the Fremantle Town Hall from 6:30pm.

Cr Melanie Clark presented a petition, signed by 4 residents, requesting the following:

That the Council addresses the detrimental loss of funding to Booyeembara's unfinished 'northern landscapes' by allocating the \$400,000.00 cash-in-lieu from the Knutsford Street development to Booyembara Park, focusing on the unfinished projects over the two financial years including 2026-27. I refer to item SGSC2608-7 Adoption of the Long term Financial Plan 2026-2036.

The petition was accepted by the Chief Executive Officer and will be addressed by relevant officers.

Cr Melanie Clark presented a petition signed by 25 residents, requesting the following:

That the Council reject the 10-year budget changes proposed for Booyeembara Park, which would delay projects by 5-6 years. I refer to item SGSC2608-7 Adoption of the Long term Financial Plan 2026-2036.

The petition was accepted by the Chief Executive Officer and will be addressed by relevant officers.

Deputations

Nil.



Presentations

Nil.

Confirmation of minutes

COUNCIL DECISION

Moved: Cr Pip Slaughter

Seconded: Cr Frank Mofflin

Council confirm the minutes of the Ordinary Meeting of Council dated 22 July 2026.

Carried: 8 / 0

For:

Mayor Ben Lawver, Cr Geoff Graham Cr Andrew Sullivan,
Cr Jemima Williamson-Wong, Cr Frank Mofflin, Cr Pip Slaughter,
Cr Melanie Clark and Cr Ingrid van Dorssen

Against:

Nil

Elected member communication

Cr Pip Slaughter made a statement in relation to the South Metropolitan Zone meeting of the WA Local Government Association held on 24 August 2026. Cr Slaughter referred to a presentation delivered by the Local Government Inspector, Mr Tony Brown, outlining the priorities and expectations of the Office of the Local Government Inspector. She noted that new rules, terminology and infringement provisions relating to breaches had been introduced and encouraged Elected Members to familiarise themselves with the changes and highlighted Mr Brown's advice that the appointment of a monitor should not be viewed as an indication of dysfunction, but rather as a means of providing additional assistance and guidance.

Cr Melanie Clark made a statement in relation to the proposed redevelopment of the Pier 21 Marina. Cr Clark advised that, together with Cr Ingrid van Dorssen, correspondence had been provided to the Department of Biodiversity, Conservation and Attractions outlining community concerns regarding the proposal. These concerns included the extension of the jetties into the river and the space they would occupy, the proposed 14 jet ski bays and associated noise and marine life impacts, the accommodation of larger vessels, and the potential traffic and parking impacts. She noted that the proposal has now been referred to the Minister for final consideration and expressed disappointment that the concerns raised by the community had not been addressed in the proposal



proceeding to that stage and expressed disappointment on behalf of the local community regarding the outcome and the lack of response to the concerns that had been raised.

Mayor Ben Lawver made a statement in relation to a visit by exchange students from the City of Yokosuka, one of Fremantle's sister cities. Mayor Lawver advised that two exchange students visited the Council Chamber and attended a morning tea, where they had the opportunity to learn about the role and functions of local government. Mayor Lawver noted that the students were delighted to be in Fremantle and appreciated the opportunity to gain an understanding of how local government operates and further noted that the students expressed their appreciation for the City's openness and hospitality during their visit.



Reports and recommendations from officers

Committee and working group reports

PSC2608-1 NOTRE DAME UNIVERSITY CAR PARKS (3 HIGH STREET, NO. 22 MARINE TERRACE & 11-25 MOUAT STREET, FREMANTLE) - VARIATION TO DA00210/24 (PARTIAL CHANGE OF USE TO PUBLIC CAR PARK) - (ED ET02/26, ET03/26 & ET04/26)

Meeting date: Wednesday 5 August 2026
Responsible officer: Manager City Planning
Voting requirements: Simple Majority Required
Decision making authority: Committee
Attachments: 1. Car Park Management Plans (Variation to Term of Approval) - 3 High, 22 Marine & 11-25 Mouat
Additional Information: 2. [Site Photos - UNDA Car Parks](#)
(viewed electronically)

SUMMARY

Approval is sought by the applicant for a variation to multiple Development Approvals for Partial Change of Use to (Public) Car Park (DA refs. DA0068/24, DA0069/24 & DA00210/24) at No. 3 High Street, No. 22 Marine Terrace and No. 11-15 Mouat Street, Fremantle.

These applications were granted temporary, conditional development approval by Council at its meeting on 12 June 2024, despite an on balance refusal recommendation from officers. The applications were approved by Council with the following reason outlined in the meeting minutes:

To allow activation of the site in the short term, while confirming the expectation set out in the City's strategic documents, that these sites could be redeveloped and vehicle traffic into the City centre should be reduced.

All of the above development approvals were subject to a condition of approval (condition no. 8) that limited the partial change of use to (public) car park to a time-limited (temporary) period of two (2) years, at which time the land use approval would cease. These variation applications seek to delete this condition and replace it with a condition that permits the change of use for an additional two (2) years.



The proposal is referred to Council as the previous applications were determined by Council (with a recommendation of refusal by officers) and the applications involve an extension of a time-limited (temporary) land use approval.

The applications are recommended for on balance refusal.

PROPOSAL

Detail

Approval is sought for a variation to multiple Development Approvals for Partial Change of Use to Public Car Park (DA refs. DA0068/24, DA0069/24 & DA00210/24) at No. 3 High Street, No. 22 Marine Terrace and No. 11-15 Mouat Street, Fremantle.

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All of the above development approvals were subject to a condition of approval (condition no. 8) that limited the partial change of use to public car park to a time-limited (temporary) period of two (2) years, at which time the land use approval would cease. These variation applications seek to delete this condition and replace it with a condition that permits the change of use for an additional two (2) years.

The existing temporary approvals permitted Notre Dame University car parks at the abovementioned properties that provide for university staff parking, to become paid public car parks between 5:00PM – 12:00AM Monday to Friday and 6:00AM – 12:00AM on Saturday, Sunday and Public Holidays (i.e. outside of typical university hours)

The total number of car parking bays is 79, comprising the following number from each car park (refer aerial image below for site locations):

- i. No. 3 High Street (University Car Park UP4) – 33 bays;
- ii. No. 11-25 Mouat Street (University Car Park UP3) – 19 bays; and

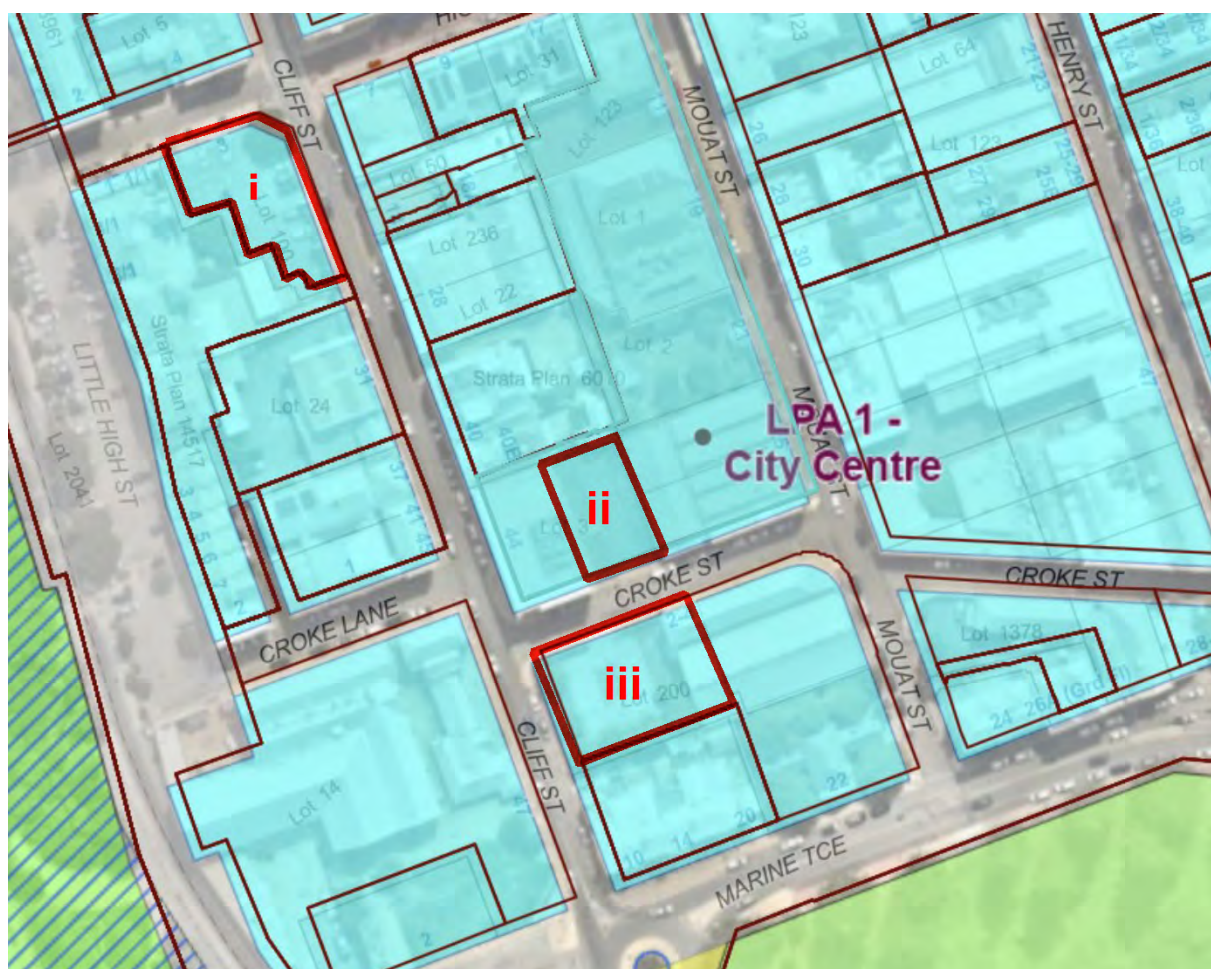


iii. No. 22 Marine Terrace (University Car Park UP2) – 27 bays.

The applications are supported by a Car Park Management Plan, prepared by Secure Parking (Attachment 1) that covers all existing approvals and subject sites and supports the applicants request for amendments to existing approvals for a two-year extension of the temporary use approvals. Namely, the applications seek the deletion of condition 8 and a replacement condition that limits the term of approval to two years from 26 August 2026, being two years from when the land uses were previously required to cease, per the condition wording.

Site/application information

Date received: 28 May 2026
Scheme: City Centre
Heritage listing: West End Heritage Area
Existing land use: Educational Purposes and Public Car Park
Use class: Educational Purposes and Public Car Park
Use permissibility: A and D respectively





CONSULTATION

External referrals

City Officer Assessment For Heritage Council of Western Australia Under Delegation HR401

As there are no physical changes to the existing structures on the site, with the exception of signage, the proposal will have no discernible benefit or impact on the cultural heritage significance of the place.

Community

Given the proposal relates only to amending a condition of approval, with no other changes to existing approvals, the applications were not publicly advertised.

OFFICER COMMENT

Statutory and policy assessment

The proposal has been assessed against the relevant provisions of LPS4 and relevant Council local planning policies. In this particular application, the proposed use is a discretionary land use within the City Centre meaning that the use is not permitted unless the Council has exercised its discretion and has granted development approval after giving special notice (advertising) in accordance with clause 64 of the *Planning and Development (Local Planning Schemes) Regulations 2015 (The Regulations)*.

The following elements require the Council discretion in granting development approval:

- Discretionary Land Use (Car Park)

Background

The subject sites are located at various existing Notre Dame University staff parking facilities within the Fremantle City Centre (refer aerial image above and Figure 1 below).

All of the sites are zoned City Centre and have a density coding of R-AC3. These sites are not individually heritage listed, however they do form part of the West End Heritage Area which is state heritage registered place.

The total number of car parking bays is 79, comprising the following number from each car park:



- i. No. 3 High Street (University Car Park UP4) – 33 bays;
- ii. No. 11-25 Moat Street (University Car Park UP3) – 19 bays; and
- iii. No. 22 Marine Terrace (University Car Park UP2) – 27 bays.

The previous development approvals (refs. DA0068/24, DA0069/24 & DA00210/24) permitted the respective Notre Dame staff parking areas to become paid public car parks between 5:00PM – 12:00AM Monday to Friday and 6:00AM – 12:00AM on Saturday, Sunday and Public Holidays (i.e. outside of university hours). These development approvals were subject to a condition of approval (No. 8), that stipulated:

8. *Notwithstanding condition 1, the partial change of use to car park hereby approved is to cease operating within two years from the date of this approval.*

These variation applications seek to delete the above condition and replace it with the following:

8. Notwithstanding condition 1, the partial change of use to public car parking hereby approved is to cease operating within two years of 26 August 2026.

In effect, the amended condition would grant an additional two years for the temporary land use approval from the date of the last approved application (ref. DA0210/24 – 11-25 Mouat Street).

The location of the Notre Dame University car parks subject to this change of use application (highlighted red) amongst other Notre Dame University car parks, are shown in the following extract of the university map (site photos of each car park are provided in Additional Information to this report):



Figure 1. University car parks (3 High Street (University Car Park UP4), 11-25 Moat Street (University Car Park UP3) & 22 Marine Terrace (University Car Park UP2) subject of these applications (red boundaries) among other university properties within the City Centre.

A search of the property file has revealed with the exception of the original approvals these applications seek to vary, there is no recent nor relevant planning history for the sites.

While there are some existing public car parks within the City Centre, a number of decisions have been made by Council and/or DAP in recent years to not support public car parking in, or on the periphery of the City Centre as a permanent land use. Most proposals were issued with temporary approvals, to allow the interim land use ahead of substantive redevelopment, examples include:

- 2019 - 2 Bannister Street, Fremantle
- 2019 – 223 and 225 High Street, Fremantle
- 2019 – 47 Pakenham Street, Fremantle
- 2022 - 10 Henderson Street, Fremantle
- 2023 – 28 Cantonment Street, Fremantle



Amendments to Existing Approvals

With reference to Local Planning Policy 1.1 - *Planning Refunds, Amendments, and Community Consultation* (LPP1.1), in determining an amendment to a planning approval, the local government will consider whether the nature and extent of the proposed amendment is such that the use or development the subject of the planning approval:

- a) *remains, in substance, the same; or*
- b) *is changed so a new and different use or development is proposed.*

In the case of the previous development approvals, the applications and land use remains as previously approved; however, the previous approvals were effectively limited in their term of approval by the conditions of approval, specifically, condition no. 8 which limited the approval or the land use to a time-limited (temporary) period of two years.

These application seek to delete this condition from the original approval and replace it with a condition that grants an additional two year period of approval for the land use, effectively extending the temporary term of approval imposed by the condition.

As such, it is considered more appropriate to evaluate the applications under cl. 2.5 (Extension of the Term of Approval) of LPP1.1, which provides:

In considering a request for an extension to the term of a planning approval, a period of up to a further two years may be granted subject to the City having regard to the balance of the following factors:

- a) *whether the planning framework has changed substantially since the development approval was granted;*
- b) *whether the development would likely receive approval now;*
- c) *whether the applicant has actively and relatively conscientiously pursued the implementation of the development approval; and*
- d) *whether a material change has occurred to either the site to which the planning approval relates or the surrounding locality since the planning approval was granted that would alter the decision or any condition of approval.*

In consideration of the above criterion and in consistency with the previous officer recommendations, the proposed variations to the existing approvals, to extend the term of approval by an additional two years for the car park uses, the applications are not supported by officers for the following reasons (many of



which are upheld by officers from previous recommendations (updated where relevant) as the planning framework has not changed since the previous approvals nor have material changes occurred to the sites or locality generally):

- All of these existing car parks are located within the historic West End conservation area of the city centre. Local Planning Policy 3.21 (West End Heritage Area) provides that the roads in the West End were designed pre-car, and so are relatively narrow with short block lengths. The majority of streets are now one way, discouraging through-traffic and heavy vehicles, and making navigation for drivers unfamiliar with the area problematic if encouraged to seek parking in various small parking locations. Conversely, the area is noted as being highly walkable and an emphasis on pedestrian amenity has been maintained through urban and civil design.

Under the existing access arrangements at these sites, vehicle trips and traffic to and from these car parks is limited to university staff only. Should the car parks become publicly accessible in evenings/weekends and be advertised as such, this may cause additional vehicle trips and traffic, within the historic West End of the city centre, as customers seek car parking bays within these sites.

The additional traffic and vehicle movements within the West End would contravene Local Planning Policy 3.21 (West End Heritage Area) policy objectives which seek an urban design that prioritises pedestrian amenity whilst accommodating slow moving traffic and service access.

This is consistent with State Planning Policy 4.2 - Activity Centres (published July 2023) which provides that activity centres should seek to reduce private vehicle dependence, particularly for commuter trips, and manage the impacts of vehicle movements and parking as well as promote a balanced movement network that prioritises walking, cycling, public transport, and shared mobility. The policy also provides that space allocation for private car use should not compromise the achievement of activity centre land use and urban form objectives.

As such, to achieve objectives of the above policies, any new public parking facilities should only be supported outside or on the periphery of the City Centre and in particular, outside of the historic West End, where less likely to compromise City Centre policy objectives.

- Further, while it is noted the proposal only involves the change of use of existing car parking areas, the City's *Integrated Transport Strategy 2015* acknowledged that there is an oversupply of off-street parking in central



Fremantle and there is no urgent need for the provision of additional general public parking for City Centre visitors.

The transport strategy recognises that there is a need to plan for where such facilities might be provided for in the future. In this regard the Strategy discusses an approach that would see parking being provided on the periphery of the central city so that users would not be required to drive through the centre of the city to access parking. This approach is considered to minimise the impact of vehicles on the high amenity, pedestrian priority of the City centre.

The City's more recent strategic City Centre planning document, *City Plan: City Centre* (adopted by Council August 2025), supports and adds to the 2015 Transport Strategy, emphasising the goal to:

'Reduce reliance on private vehicles as the primary mode of transport to and from Fremantle City Centre. As the City Centre population grows, we will gradually need to reduce the supply of on- and off-street parking, and aligning with our Integrated Transport Strategy, aim to gradually shift this car parking provision from the City Core to multi-storey facilities around the edges'.

The City Plan also lists, as one of its priorities:

Redistributed car parking to the edge - With 85% of trips to Fremantle by car, we must rethink parking to create a more walkable, sustainable City Centre. Shifting parking to strategic locations and using demand-based management frees space for people, provides more space for greening and encourages alternative travel options — aligning with global best practices.

The City plan identifies multiple opportunities for multi-storey car parking facilities, at the City Centre periphery, where new parking facilities would be appropriate outside the core of the City Centre, and particularly out of the west end where the pedestrian is to be prioritised, including objectives to:

Consider ways to reduce car travel through the West End. Gradually reducing on and off-street parking, 20 km/hour speed limit and footpath renewal to support pedestrian experience.

This position is also consistent with the City's *Strategic Community Plan 2024 – 2034* objectives for a 'Connected City' which seeks the following:



- i. Multiple transport options offer diverse, equitable and affordable forms of mobility for all members of the community.
- ii. Streets are well connected, and it is easy and safe for pedestrians to move within neighbourhoods and between key destinations and precincts.
- iii. Transport networks that reduce the need for cars in our city centre.

By supporting these public car parks, or the extension of the their term of approval, this would contravene the objectives and priorities of the above strategic documents for the City Centre and West End specifically.

- In consideration of the above and in light of an identified excess of public parking within the City Centre already existing, the proposed fee payable public Car Parks on the subject sites are not a use that is considered necessary or desired with the region-serving role of the City centre in that they will not contribute to the range of appropriate non-residential land uses that are sought in the City centre to provide further vibrancy and activation.
- Such a proposal may also set an unwanted precedence for other private car parks within the City centre (and in particular, the historic west end) to pursue a similar change of use which contravenes the objectives of the City Centre as detailed above.

Alternative, active uses for the university car parking areas, outside of typical university hours, should be explored/considered that deliver greater activation of these spaces on weeknights and/or weekends, further to strategic objectives for the City Centre.

- The conversion of the car bays, will reduce the amount of car bays available for the existing Education Establishment land use which is not restricted to standard business hours. While staff members of the university will maintain existing parking permits for the spaces, they will not be reserved. During peak evening periods, where it is arguably more important for staff members to have a safe place to park after hours, there is no guarantee of a place being available.

Officers do acknowledge that the proposals did not create new car parking bays or parking facilities within the city centre, and in particular within the historic west end, but rather use existing private car parks for public car parking outside of university hours. As such, as no new car parking bays or facilities were created as part of the proposals, the impact upon policy objectives mentioned above is lesser



than what a development proposal creating wholly new public car parking facilities.

It is also acknowledged that there is limited ability to provide additional, new car parking facilities within the City centre, and in particular the historic West End. This is due to the local road network being established prior to the motor vehicle and the significant heritage value of a majority of properties within the West End, which is important to preserve, though conversely limits demolition and redevelopment in the area.

The proposal is also to make greater use of the sites outside of university hours, albeit the preference would be for alternative uses that activate these spaces on weeknights and/or weekends rather than just provide for parking, further to strategic objectives for the City Centre, as discussed above.

CONCLUSION

It is acknowledged that the proposals to extend the term of approval for previously approved public car park uses will not develop or create new car parking bays or parking facilities within the city centre, and in particular within the historic West End, but instead use existing private car parks for public car parking outside of university hours. It is also acknowledged that there is limited ability to provide additional, new car parking facilities within the City centre, and in particular the historic West End, which is constrained by heritage significance across the broader West End and individual buildings. The proposal provides increase use of the carpark areas outside of university hours, albeit the preference would be for alternative uses that activate these spaces on weeknights and/or weekends rather than just provide for parking, further to strategic objectives and preferred uses for the City Centre.

Notwithstanding, the proposals to extend the term of approval for the previously approved public parking bays (to be used from 5:00pm – 12:00AM Monday-Friday & 6:00AM – 12:00AM on Saturday, Sunday and Public Holidays) within the City Centre, and in particular the constrained historic West End are not supported for the following reasons:

- The proposal may lead to additional private vehicle trips and traffic within the City Centre, and in particular the constrained historic West End, which would compromise objectives of the City's LPS4, City's draft Strategic Community Plan 2024 – 2034, LPP3.21 (West End Conservation Area) and SPP4.2 (Activity Centres) which seek to reduce private vehicle dependence and trips within the City Centre, improve pedestrian amenity, manage the impacts of vehicle movements and parking as well as promote a balanced



movement network that prioritises walking, cycling, public transport, and shared mobility. Approval of the proposal may also set an undesired precedent within the City Centre and historic West End in which other currently private car parks are proposed to change to public car parks, further compromising policy objectives.

- The City's Integrated Transport Strategy 2015 and City Plan: City Centre (2025) strategic documents, identify there is already an oversupply of off-street public parking in central Fremantle and there is no urgent need for the provision of additional general public parking for City Centre visitors.

These strategies provide objectives and priorities that any new parking be provided on the periphery of the central city so that users would not be required to drive through the centre of the city to access parking. This approach is considered to minimise the impact of vehicles on the high amenity, pedestrian priority of the City centre. As such, it is of the opinion of officers that any new public parking, particularly within the constrained West End, should not be supported.

- The proposed public car parks on the subject sites are not a use that is considered necessary or desired with the region-serving role of the City centre in that they will not contribute to the range of appropriate non-residential land uses that are sought in the City centre to provide further vibrancy and activation. Alternative, active uses for the university car parking areas, outside of typical university hours, should be explored/considered that deliver greater activation of these spaces on weeknights and/or weekends, further to strategic objectives for the City Centre.

STRATEGIC IMPLICATIONS

The proposal would contravene objectives of the City's Integrated Transport Strategy 2015, City Plan: City Centre (2025) and the Strategic Community Plan 2015 - 2025 by proposing additional public parking within central areas of the Fremantle City Centre, and in particular, the historic West End, an area already constrained. Further, the draft Strategic Community Plan 2024-2034, looks to promote transport networks that reduce the need for cars in the City Centre, by permitting additional public parking areas within the City Centre, this may lead to additional vehicle trips and traffic, within the City Centre and historic West End, which may compromise pedestrian and cycling amenity



FINANCIAL IMPLICATIONS

Nil

LEGAL IMPLICATIONS

This proposal has been assessed in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* and Local Planning Scheme No. 4. The applicant is able to apply for a review of any Refusal or conditions of approval issued by Council in relation to this application, through the State Administrative Tribunal. Where not specifically detailed in the Regulations or City's policy, all works require approval and may be subject to compliance investigation and enforcement if approval is not sought prior to undertaking works.

VOTING AND OTHER REQUIREMENTS

Simple Majority Required

DECISION MAKING AUTHORITY

Planning Services Committee under delegation 1.1 of the City of Fremantle Delegated Authority Register.

This item was referred to Council for determination in accordance with clause 9.16 of the Meeting Procedures Policy.

COUNCIL DECISION ITEM PSC2608-1 (Committee recommendation)

Moved: Cr Andrew Sullivan

Seconded: Cr Frank Mofflin

Council:

A. APPROVE under the Metropolitan Region Scheme and Local Planning Scheme No. 4 for the Variations to Planning Approval for DA0068/24 (partial change of use to (public) carpark) at No. 3 (Lot 100) High Street, Fremantle, granted 12 June 2024, subject to the same terms and conditions, except whereby modified by the following condition(s):

A. Condition(s) 8 of the Planning Approval dated 12 June 2024, be deleted and replaced with the following condition(s):



8. Notwithstanding condition 1, the partial change of use to car park hereby approved is to cease operating within one (1) year from 26 August 2026.

- B. APPROVE under the Metropolitan Region Scheme and Local Planning Scheme No. 4 for the variation to Planning Approval DA0069/24 (partial change of use to (public) carpark) at No. 22 (Lot 1865) Marine Terrace, Fremantle, granted 12 June 2024, subject to the same terms and conditions, except whereby modified by the following condition(s):

- A. Condition(s) 8 of the Planning Approval dated 12 June 2024, be deleted and replaced with the following condition(s):

8. Notwithstanding condition 1, the partial change of use to car park hereby approved is to cease operating within two (2) years from 26 August 2026.

- C. APPROVE under the Metropolitan Region Scheme and Local Planning Scheme No. 4 for the variation to Planning Approval DA0210/24 (partial change of use to (public) carpark) at No. 11-25 (Lot 3) Mouat Street, Fremantle, granted 26 August 2024, subject to the same terms and conditions, except whereby modified by the following condition(s):

- A. Condition(s) 8 of the Planning Approval dated 26 August 2024, be deleted and replaced with the following condition(s):

8. Notwithstanding condition 1, the partial change of use to car park hereby approved is to cease operating within two (2) years from 26 August 2026.

Carried: 8 / 0

For:

Mayor Ben Lawver, Cr Geoff Graham, Cr Andrew Sullivan,
Cr Jemima Williamson-Wong, Cr Frank Mofflin, Cr Pip Slaughter,
Cr Melanie Clark and Cr Ingrid van Dorssen

Against:

Nil



PSC2608-3 MANNING STREET, NO. 5 (LOT 28) - UNAUTHORISED ROOF SHEETING ADDITION TO FIRST FLOOR TERRACE (ED DA0164/26)

Meeting date:	Wednesday 5 August 2026
Responsible officer:	Manager City Planning
Voting requirements:	Simple Majority Required
Decision making authority:	Committee
Attachments:	1. Amended Development Plans
Additional Information:	2. Applicant Justification Statement and Building Reports
<i>(viewed electronically)</i>	3. Site Photos

SUMMARY

Approval is sought by the applicant for unauthorised roof sheeting additions to first floor roof terrace at No. 5 (Lot 28) Manning Street, Fremantle.

The proposal is referred to Council due to the nature of some discretions being sought and comments received during the notification period that cannot be addressed through conditions of approval. The application seeks discretionary assessments against the Residential Design Codes (R-Codes). These discretionary assessments include the following:

- Solar Access (Overshadowing)
- Visual Privacy
- Open Space

The application is recommended for refusal.

PROPOSAL

Detail

Approval is sought for unauthorised roof sheeting additions to first floor roof terrace at No. 5 (Lot 28) Manning Street, Fremantle (subject site). The unauthorised works include the roofing of a previously approved pergola (open-framed structure) above a first-floor terrace of the existing dwelling.

The applicant submitted amended plans on 24 June 2026, to reflect what had been constructed on site (not proposed changes), including the following elements:



- Updated first floor terrace roof sheeting detail to reflect what has been constructed on site, comprising 'Laserlite 2000 (clear)' polycarbonate panel sheeting on the southern roof slope of the terrace pergola, and solid 'Colorbond' panel sheeting on the northern side of the terrace pergola (refer Image 1 below);
- Updated first floor terrace southern edge privacy screening to reflect what has been constructed on site, comprising fixed aluminium louvre screening (refer Image 2 below).

Amended development plans are included as Attachment 1.

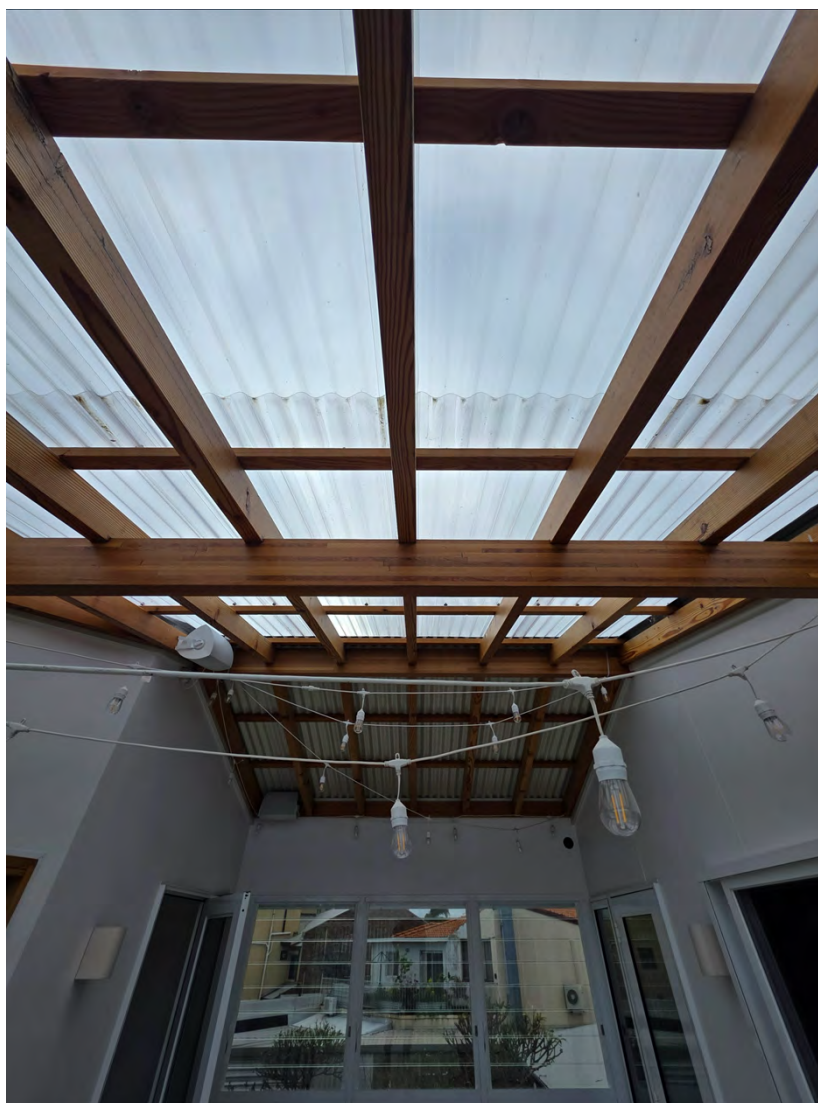


Image 1. Unauthorised roof sheeting additions (solid Colorbond sheeting to the northern face of roof and 'Laserlite 2000 (clear)' polycarbonate panel sheeting on the southern roof slope) to the first-floor terrace pergola. Image taken 1 July 2026.



Image 2. Visual privacy screening erected to southern edge of first floor terrace.
Image taken 1 July 2026.

Site/application information

Date received: 4 May 2026
Scheme: Residential (R30)
Heritage listing: Individually Listed (Level 3), Not within Heritage Area
Existing land use: Single House
Use class: Single House
Use permissibility: P



Figure 1 – Planning context map



Figure 2 – Subject site aerial image (April 2026)



CONSULTATION

External referrals

Nil required.

Community

The application was advertised in accordance with Schedule 2, clause 64 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, as the unauthorised works seek discretion against the R-Codes. The advertising period concluded on 3 June 2026, and one (1) submission was received. The following issues were raised (summarised):

- Overshadowing and loss of light: the roof covering increases overshadowing, decreases access to sunlight.
- The open terrace was previously identified as an important design feature addressing the building bulk and overshadowing concerns from the original proposals that were not supported, by roofing this element, it has negated the positive design changes.
- The open space is reduced by roofing the terrace, the open terrace was previously cited as compensating for the lack of open space elsewhere on the site.
- Building bulk: the void or break in the upper floor of building that was provided by the open terrace was a notable amendment to the original plans toward reducing the bulk of the upper floor by providing an open terrace that separated the upper floor elements and provided a break in the bulk that is no longer achieved now that the roof has been installed
- There are multiple errors or inconsistencies in the plans and what has been constructed on site, including the roofing, privacy screening, lot boundary setbacks incorrect and additional pergola beams.

It is noted the plans have been amended to better reflect what has been constructed on site, including the roof sheeting and screening details referred to above.

The remainder of the comments are addressed in the officer comment section below.



OFFICER COMMENT

Statutory and policy assessment

The proposal has been assessed against the relevant provisions of LPS4, the R-Codes and relevant Council local planning policies. Where a proposal does not meet the Deemed-to-comply requirements of the R-Codes, an assessment is made against the relevant Design principles of the R-Codes. Not meeting the Deemed-to-comply requirements cannot be used as a reason for refusal. In this particular application the areas outlined below do not meet the Deemed-to-comply or policy provisions and need to be assessed under the Design principles:

- Solar Access (Overshadowing)
- Visual Privacy
- Open Space

The above matters are discussed below.

Background

The subject site is located on the west side of Manning Street near the junction of Wray Avenue, Fremantle. The site has a land area of approximately 481m² and is currently a Single house. The site is zoned Residential and has a density coding of R30. The site is individually heritage listed. The site has a significant slope from south-east to north-west of approximately 3.0m across the site.

The surrounding area is characterised by 1-2 storey single houses and grouped dwellings with low scale commercial uses within the mixed use zone along Wray Avenue approximately 30m to the north of the site.

A search of the property file has revealed the following history for the site:

- VA0012/23 – 'Variation to DA0100/22 (Two Storey Additions and Alterations to Existing Single House). Approved by Council on 4 October 2023.
- DA0100/22 – 'Two Storey Additions and Alterations to Existing Single House'. Approved by Council on 7 December 2022.
- DA0361/11 – 'Detached Two Storey Ancillary Accommodation Addition to an existing Single House'. Approved by Planning Committee on 25 January 2012.

With reference to the above previous development applications, it is noted that with respect to the original application for the two storey additions (ref.

DA0100/22), the application was originally referred to the 6 July 2022 Planning Committee with a recommendation for refusal by officers. The Planning Committee invited the applicant to amend the development plans to address the reasons for deferral, namely the bulk and scale of the rear addition, the impact on the southern neighbouring lot including building bulk and overshadowing, and the impact on the existing heritage dwelling. Following several sets of amended plans, the applicant provided a final set of amended plans on 24 October 2022, which were ultimately approved by Committee.

The key amendments to plans that resulted in an officer recommendation for approval and ultimately, Council approval, were as follows (refer also, Figure 3 below):

- Shifting the additions to the rear of the original dwelling to preserve its heritage values;
- Increasing the southern lot boundary setbacks to both the ground and upper floor to reduce bulk impacts upon the southern neighbour; and
- The introduction of a break in the upper floor built form through a proposed roof terrace (with open pergola roof) to separate sections of the upper floor addition to reduce the building bulk and overshadowing impact of this upper floor addition upon the adjoining southern neighbour and in particular, overshadowing of the outdoor living area of this dwelling.

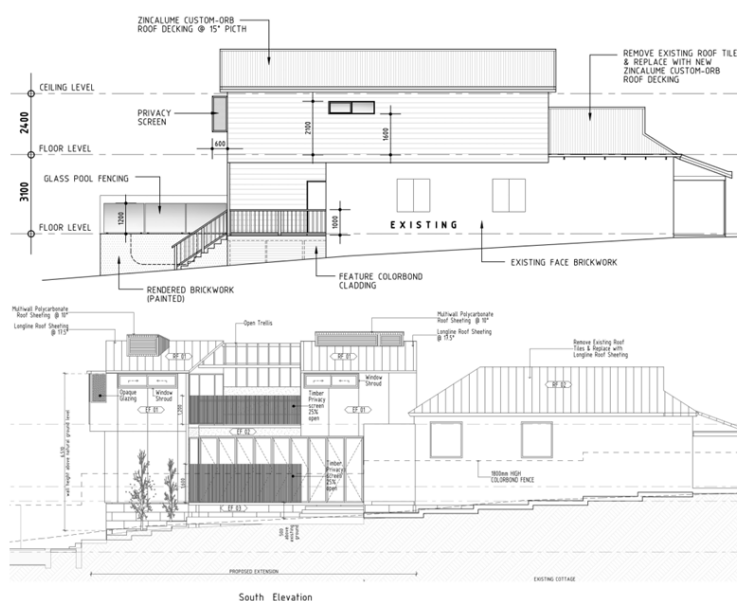


Figure 3. Comparison of originally submitted plans (south elevation) under application ref. DA0100/22 (top plan) and the amended plans (south elevation) that were approved by Council (bottom plan), noting the 'open trellis' (pergola) above the first floor terrace, centrally located in the upper floor of the rear addition.



The amended plans were ultimately considered to have adequately addressed previous concerns and were approved by Council at its meeting on 7 December 2022.

On 4 October 2023, Council approved an application to vary the original approval (ref. VA0012/23); however, the amendments to plans were limited to:

- Increase in the proposed rear Cellar addition floor area;
- Modify proposed ground and first floor rear addition floor layouts (southern and northern lot boundary setbacks to remain as previously approved); and
- Extend roof 0.6m (600mm) over western end of First Floor addition.

These amendments resulted in a marginal increase in overshadowing of the adjoining neighbour (from the rear roof extension); however, this additional shadow did not fall on areas of outdoor living area but rather the roof of the adjoining ancillary dwelling and were seen to cause no further amenity impact and as such, the variations were recommended for approval by officers and ultimately approved by Council.

Subsequent to the above, a building permit was issued by the City and works were undertaken in accordance with approvals (including the amendments approved under VA0012/23) and the additions have been constructed on site.

Notwithstanding, since the completion of the approved works, additional unauthorised works have been undertaken on the subject site that involve installing roof sheeting over the previously approved unroofed pergola over the first floor terrace, these unauthorised works are the subject of this application (refer image 1 above and additional site photos at Additional Information 2 of this report).

Solar Access (Overshadowing)

Element	Requirement	Proposed	Extent of Variation
Original Approval (DA0100/22)	Deemed to Comply: up to 168m ² (35% of southern neighbours parent lot)	190m ² (39% of southern neighbours parent lot)	22m ² (4%)
Amended Proposal (VA0012/23) – rear roof extension.	Deemed to Comply: up to 168m ² (35% of southern neighbours parent lot)	193.4m ² (40.3% of southern neighbours parent lot)	25.4m ² (5.3%)



Unauthorised works (this application)	Deemed to Comply: up to 168m ² (35% of southern neighbours parent lot)	<i>Applicant</i> Assessment (refer Figure 4 below): 203m ²	35m ² (7.2%)
		<i>Officer</i> Assessment (refer Figure 5 below): 214m ²	46m ² (9.5%)

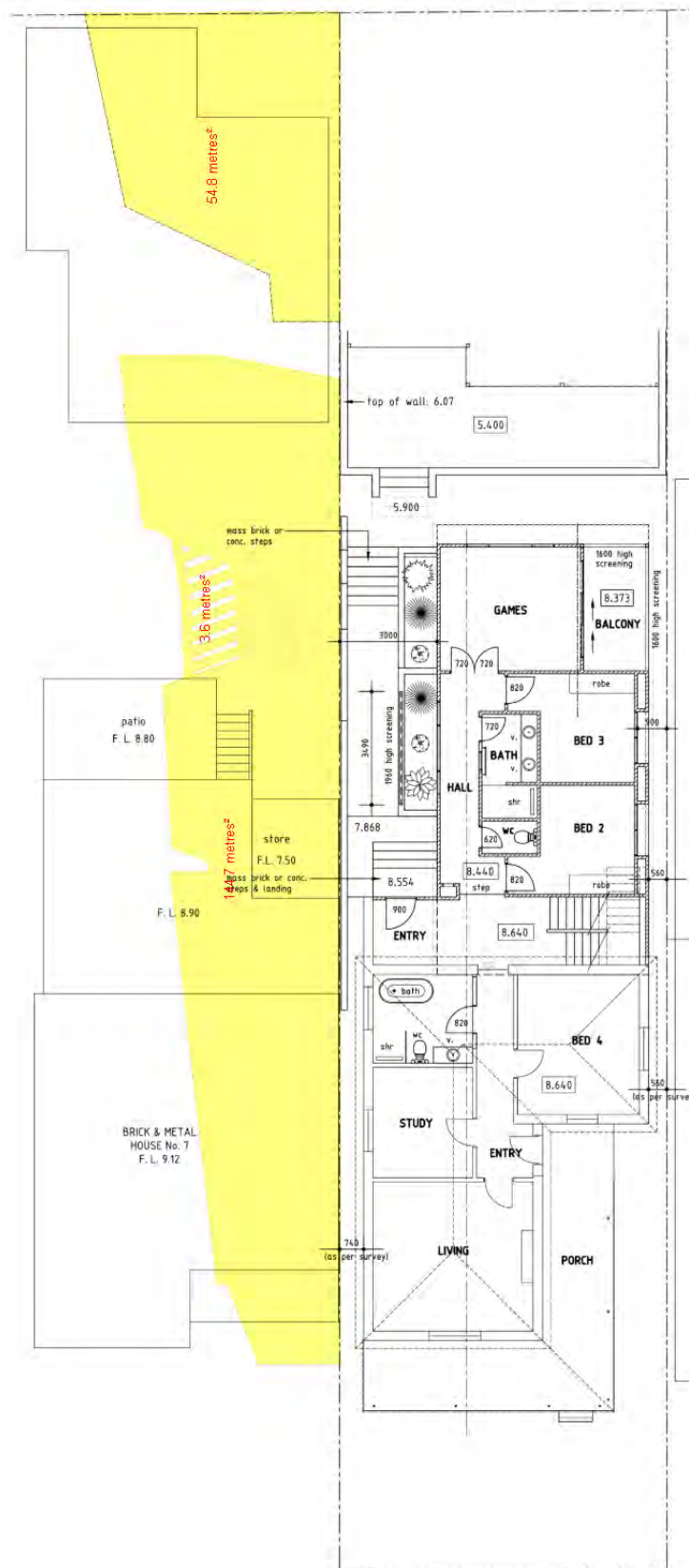


Figure 4. Applicant overshadowing calculation (203m²).



added over the roof terrace pergola.



With reference to the above figures, the officer's calculation (Figure 5) has reassessed the overshadowing, taking into account the unauthorised roof sheeting additions over the upper floor terrace pergola (refer Image 1 above) as well as the visual privacy screening that has been erected on the southern edge of the upper floor terrace (refer Image 2 above). It is considered appropriate to account for these elements in the assessment as the visual privacy screening, at the time of R-Code assessment for solar access (midday on June 21), will contribute to the overshadowing of the adjoining lot.

Similarly, while the roof sheeting on the southern side of the pergola roof is noted as being 'Laserlite 2000 (clear)' polycarbonate, no evidence has been provided that such a covering would not contribute to overshadowing of the adjoining property and it is considered that despite being clear polycarbonate, it would reduce light transmission to some degree and therefore also contribute to overshadowing of the adjoining site, and has therefore been included in the calculation. This is confirmed in the Practice Notes published by the Department of Planning, Lands and Heritage that support the codes, which state:

"There is no recognition of partial shadowing under R-Codes Vol. 1 clause 5.4.2 C2.1. where such a situation arises, it should be identified in the shadow calculations, as translucent materials and screening still casts a shadow. The 'design principles' allow for variation and the extent and impact of any partial shadowing in excess of the 'deemed-to-comply' requirements. Level of translucency can be taken into consideration under the 'design principles'".

It should be noted that officers previously advised in an email to the applicant dated 3 November 2023 following the issue of the determination of application ref. VA0012/23, the following advice:

- *Any screening material proposed to this southern edge of the upper floor deck be of a material that still allows for solar/light penetration/permeability while still obscuring views for privacy (i.e. such as translucent glass or the like); and*
- *Please ensure the design of the pergola above the deck matches that shown on the approved first floor plan, any beams should be as minimal as possible and the pergola must remain permanently open as shown on the approved plans (i.e. cannot be a vergola or the like that can be closed off at times).*

On the basis of the above, the additional overshadowing caused by the unauthorised roof panel additions (refer Image 1 above) and screening erected (refer Image 2 above) is not considered to meet the design principles of the R-Codes as these additions result in additional overshadowing of the adjoining dwelling's primary outdoor living area, as is illustrated in Figure 6 below that

overlays the aerial image of the adjoining property under the overshadowing diagram (Figure 5).

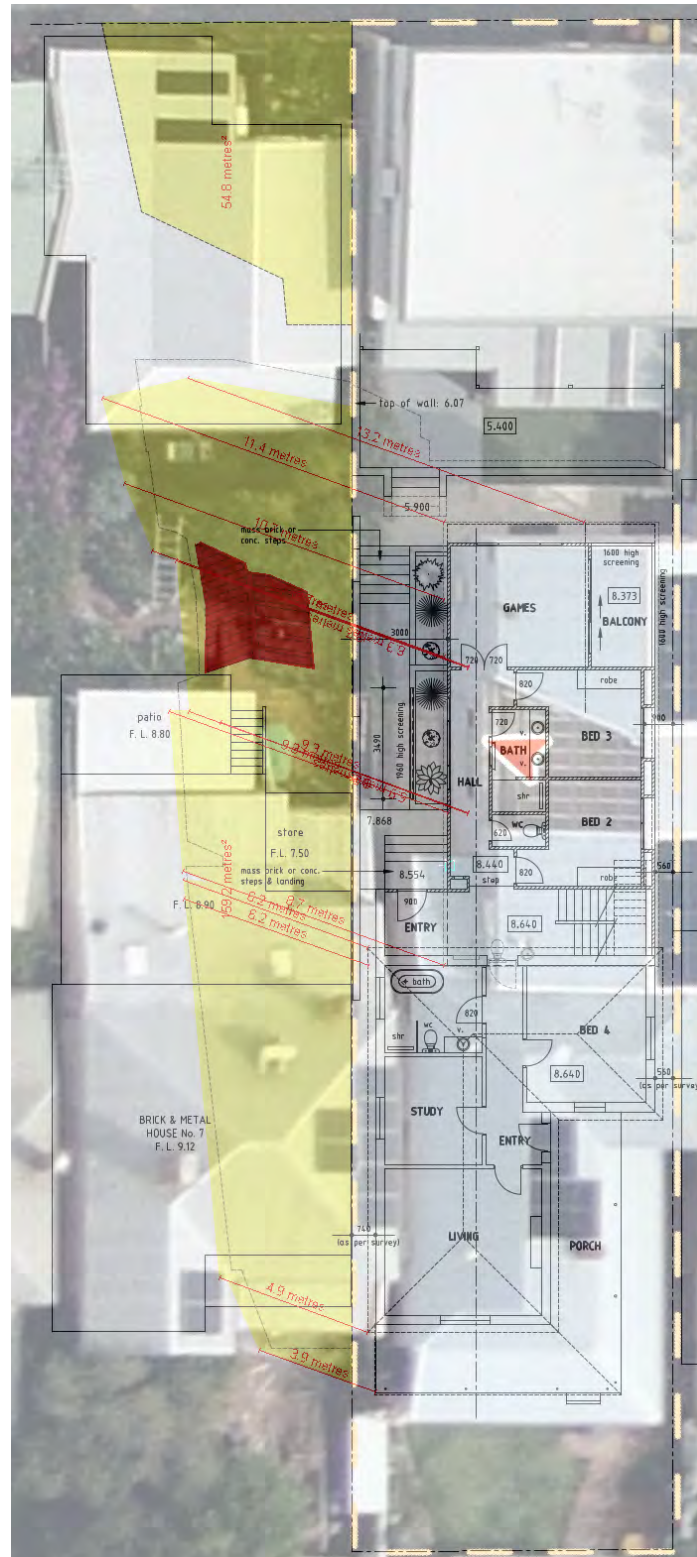


Figure 6. Aerial image of the adjoining property under the overshadowing diagram (Figure 5), additional overshadowed areas shown red.



Further, the unauthorised additions contravene the specific design outcome that was achieved by providing the introduction of a break in the upper floor built form through a proposed roof terrace (with open pergola roof) to separate sections of the upper floor addition which served to reduce the building bulk and overshadowing impact of this upper floor addition upon the adjoining southern neighbour and in particular, overshadowing of the primary outdoor living area of this dwelling.

The applicant has submitted a Justification Statement and Building Reports (Additional Information 1) document to justify the roofing of the first-floor terrace, citing in summary:

'Due to significant and ongoing water ingress affecting the dwelling, urgent remedial works were required to prevent structural damage and health risks. These works included the installation of a roof covering over the first-floor deck area.'

This justification is supported by a Builder's Report, Planning Justification, Moisture Report and other supporting documentation and photographs, with full details found in Additional Information 1.

The justification is generally not accepted by officers to support additional overshadowing as adequate water proofing to external walls/openings/seals should have/should be employed/designed into these external elements to prevent such occurrences as is the case for other open terraces to dwellings and buildings throughout the City. It is also noted as discussed on a site visit on 1 July 2026, that the apparent source of the water ingress, stemming from an improperly sealed window on the terraces northern wall, has since been remediated and therefore it is considered the roof covering should no longer be required to prevent further damage. No further written justification or amendments have been provided following this discussion.

In summary, the additional overshadowing caused by the unauthorised additions are contributing to adverse overshadowing of the adjoining property primary outdoor living area and are not supported by officers, forming a recommended reason for refusal of the application.

Visual Privacy

The following elements have been reassessed under the visual privacy provisions of the R-Codes Vol. 1:

- i. First Floor Terrace – Southern Elevation; and



ii. First Floor Terrace – Northern Elevation Window.

These elements are discussed in detail below.

First Floor Terrace – Southern Elevation

With regard to the previously approved applications, DA0100/22 & VA0012/23, the approved plans demonstrated that the southern edge of the terrace would be provided an R-Code compliant (*at least 1.6m in height, at least 75 per cent obscure, permanently fixed, made of durable material and restrict view in the direction of overlooking into any adjoining property*) visual privacy screen, reinforced by relevant conditions of approval.

Further, given it was noted that any solid screening to the southern end of the terrace may cause overshadowing, previously not accounted for, further advice was provided as follows:

‘Any screening material proposed to this southern edge of the upper floor deck be of a material that still allows for solar/light penetration/permeability while still obscuring views for privacy (i.e. such as translucent glass or the like)’

It is acknowledged that screening has been provided to the southern edge of the terrace (refer Image 2); however, the screening is in the form of fixed, angled aluminium louvres. This screening, at the time of R-Code assessment for solar access (midday on June 21), is contributing to the overshadowing of the adjoining lot. Furthermore, while the angled louvres prevent overlooking of the adjoining dwelling adjoining when looking directly south from the terrace, however, they do not prevent direct overlooking of the rear outdoor living area of the adjoining dwelling if looking/facing south-west from the terrace (refer Image 3 below) and as such, are ineffective in providing adequate visual privacy screening over the outdoor living areas of the adjoining property. As such, the screening that has been erected is not considered to adequately meet the requirements of the R-Codes in protecting the privacy of the adjoining dwelling and is therefore not supported by officers.



Image 3. View looking south-west from terrace through fixed, angled aluminium louvres - image taken 1 July 2026.

First Floor Terrace – Northern Elevation Window

With regard to the previously approved applications, DA0100/22 & VA0012/23, the approved plans demonstrated that obscure louvre glazing would be provided to the northern elevation windows to the first floor terrace, refer extract of approved plans under application ref. VA0012/23 below:

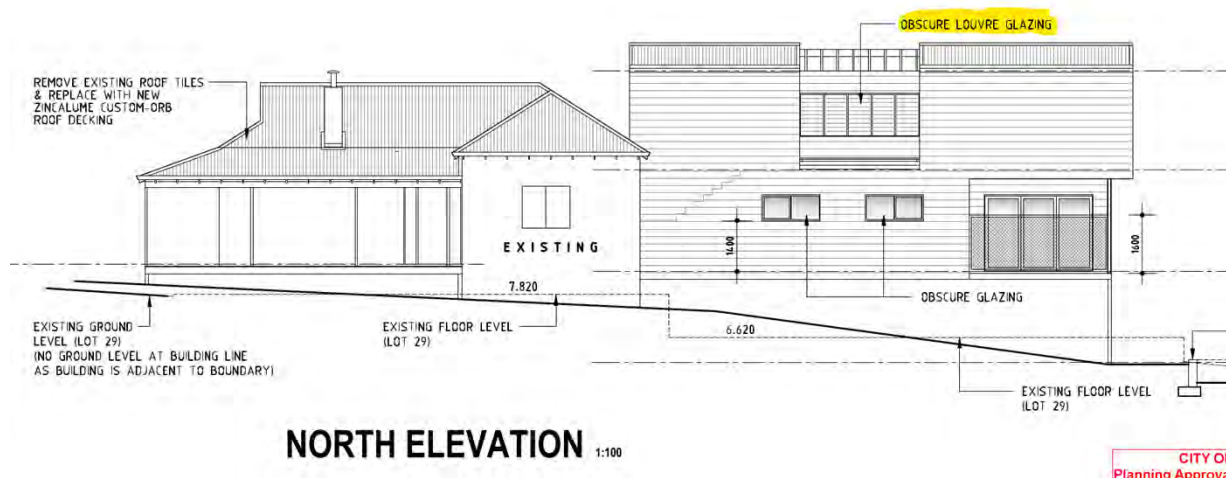


Figure 6. Extract of approved plans, northern elevation, application ref. VA0012/23.

With reference to Image 1 above, the obscure glazing has not been implemented and clear glazing has been applied to the opening which allows direct overlooking of the adjoining property which is not supported by officers.

Both of the above visual privacy variations and concerns from officers form recommended reasons for refusal of this application.

Open Space

Element	Requirement	Proposed	Variation
Open Space per previous approvals (DA0100/22 & VA0012/23)	216m ² (45%)	196m ² (40%)	20m ² (5%)
Open Space per unauthorised works (this application)	216m ² (45%)	177m ² (36.7%)	39 (8%)

As a result of the unauthorised works and specifically, the impermeable roof covering over the previously open first floor terrace, this has reduced the overall open space and increased the previously approved open space discretion, which is not supported by officers under the design principles of the R-Codes for the following reasons:

- The impermeable roofing additions over the first-floor terrace have increased the resulting= building bulk of the additions. The break in the upper floor built form through the terrace (with open pergola roof) to



separate sections of the upper floor addition was introduced to reduce the building bulk and overshadowing impact of this upper floor addition. The unauthorised roofing of the terrace has reduced the design outcome that the approved plans were supported to achieve.

CONCLUSION

With reference to the detailed assessment above, the unauthorised works, specifically the roofing of the previously approved open first floor terrace and the inadequate visual privacy screening of openings to this terrace have resulted in adverse amenity impacts in the form of overshadowing, visual privacy and building bulk upon adjoining residential properties and therefore recommended for refusal by officers.

STRATEGIC IMPLICATIONS

Nil

FINANCIAL IMPLICATIONS

Nil

LEGAL IMPLICATIONS

This proposal has been assessed in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* and Local Planning Scheme No. 4. The applicant is able to apply for a review of any Refusal or conditions of approval issued by Council in relation to this application, through the State Administrative Tribunal. Where not specifically detailed in the Regulations or City's policy, all works require approval and may be subject to compliance investigation and enforcement if approval is not sought prior to undertaking works.

VOTING AND OTHER REQUIREMENTS

Simple Majority Required

DECISION MAKING AUTHORITY

Planning Services Committee under delegation 1.1 of the City of Fremantle Delegated Authority Register.



This item was referred to Council for determination in accordance with the City of Fremantle Delegated Authority Register: A decision of committee can only be made by the votes (in favour or against) of at least four (4) members of the committee.

COUNCIL DECISION ITEM PSC2608-3

(Committee recommendation, as amended)

Moved: Cr Andrew Sullivan

Seconded: Cr Frank Mofflin

The item be deferred for a decision at the next appropriate Planning Services Committee to allow for the applicant to consider alternative designs to reduce the overshadowing *and overlooking* to the neighbour.

Carried: 8/0

For:

Mayor Ben Lawver, Cr Geoff Graham, Cr Andrew Sullivan,
Cr Jemima Williamson-Wong, Cr Frank Mofflin, Cr Pip Slaughter,
Cr Melanie Clark and Cr Ingrid van Dorssen

Against:

Nil



Cr Jemima Williamson-Wong declared an impartiality interest in item PSC2608-4, earlier in the meeting. Cr Williamson-Wong left the meeting at 8:01pm prior to the discussion and vote on the following item.

**PSC2608-4 KNUTSFORD STREET, NO. 17/5 (LOT 17), FREMANTLE -
CHANGE OF USE TO UNHOSTED SHORT-TERM RENTAL
ACCOMMODATION - (CR DA0157/26)**

Meeting date:	Wednesday 5 August 2026
Responsible officer:	Manager City Planning
Voting requirements:	Simple Majority Required
Decision making authority:	Committee
Attachments:	1. Site plan and parking plan 2. Management Plan 3. Code of Conduct
Additional Information: (viewed electronically)	4. Applicant Cover Letter 5. Applicant Response to Submissions 6. Site Photos

SUMMARY

Approval is sought by the applicant for a change of use from Multiple dwelling to Unhosted short-term rental accommodation at No. 17/5 Knutsford Street, Fremantle.

The proposal is referred to Council due to the nature of some discretions being sought and comments received during the notification period that cannot be addressed through conditions of approval. The application seeks discretionary assessments against the Local Planning Scheme No. 4 (LPS4) and Local Planning Policies. These discretionary assessments include the following:

- Land Use ('A')

The application is recommended for conditional approval.

PROPOSAL

Detail

Approval is sought for a change of use of an existing two (2) bedroom Multiple dwelling to Unhosted short-term rental accommodation at No. 17/5 Knutsford Street, Fremantle (subject site). There are no works proposed.

Development plans are included as attachment 1 as well as Management Plans and Code of conduct as attachments 2 & 3.



Site/application information

Date received: 28 April 2026
Owner name: Ben Osborne
Submitted by: Ben Osborne
Scheme: R25
Heritage listing: Memorial Reserve Precinct Heritage Area / Not Listed
Existing land use: Multiple Dwelling
Use class: Unhosted Short-Term Rental Accommodation
Use permissibility: A

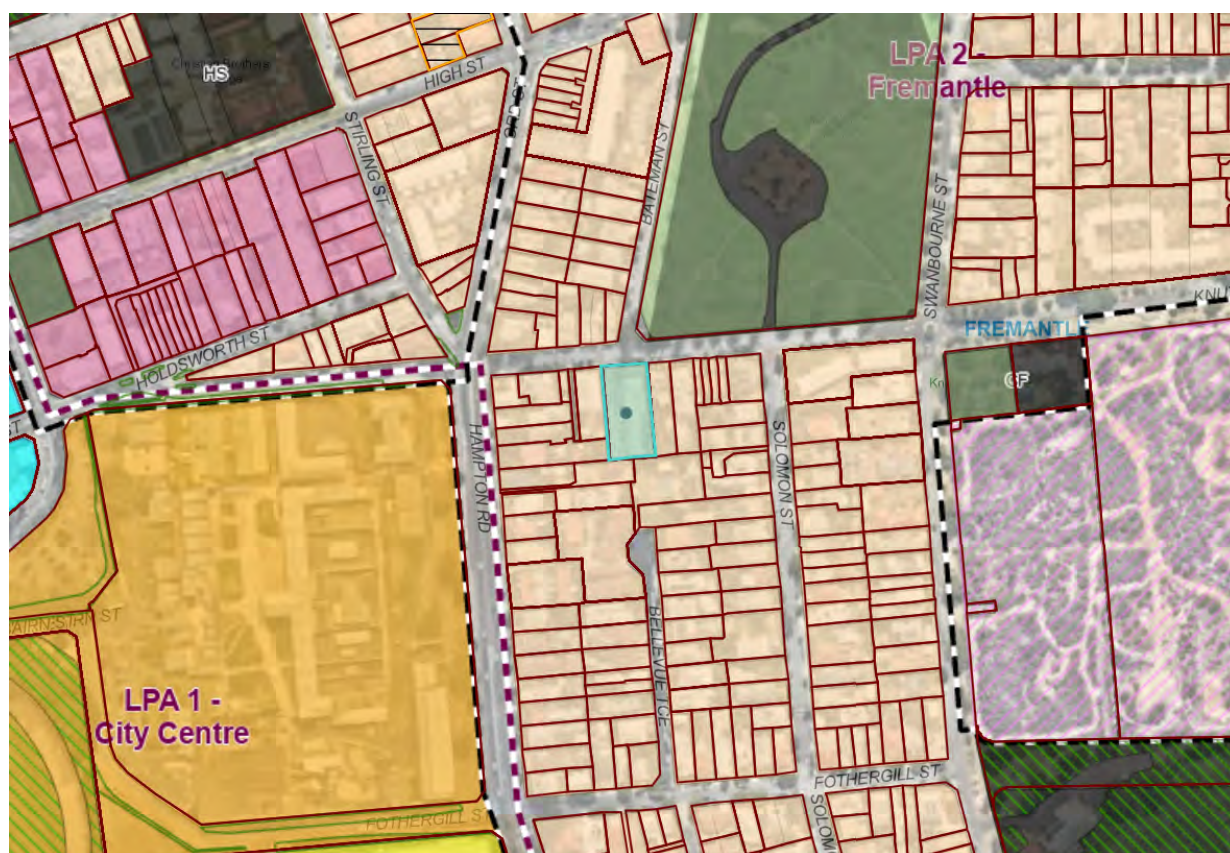


Figure 1 – Context Map

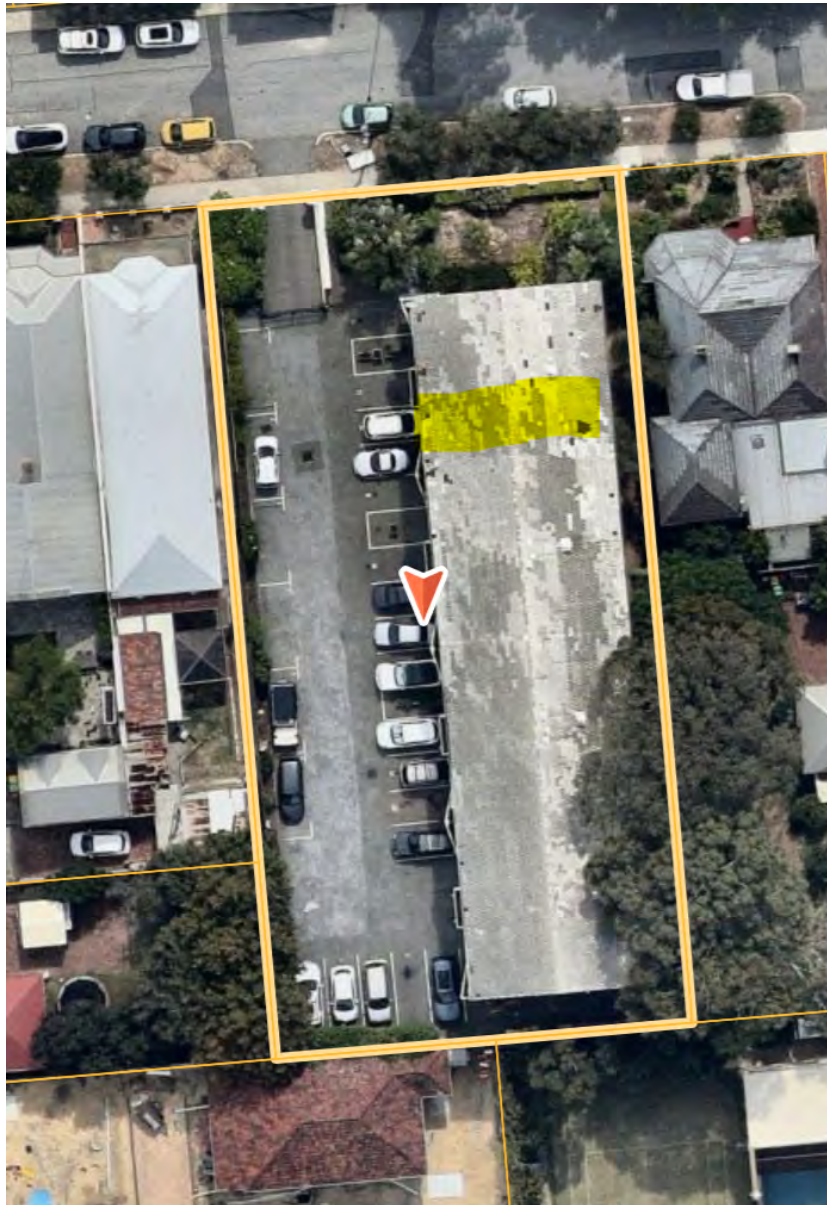


Figure 2 – Aerial View

CONSULTATION

External referrals

Nil required.

Community

The application was advertised in accordance with Schedule 2, clause 64 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, proposal required a merit-based assessment against the Scheme and local planning policy. The advertising period concluded on 5 June 2026, and seven (7) submissions



were received, one (1) in support of the proposal and six (6) objecting to the proposal. The following issues were raised (summarised):

- Concerns of noise, anti-social behaviour and parking availability.
- Applicability and oversaturation of Unhosted Short-Term Rental Accommodation use in the apartment building and area.

In response to the above, the applicant submitted a letter responding to the raised concerns – see attached.

In response to the above, the following comments are provided by officers:

- Submitted management plan and code of conduct outlines process for controlling noise, anti social behaviour and parking that provide suitable management methods as per the requirements of Local Planning Policy 2.27 Unhosted Short-Term Rental Accommodation. This management plan is recommended for approval as part of the application.

The remaining comments are addressed in the officer comment below.

OFFICER COMMENT

Statutory and policy assessment

The proposal has been assessed against the relevant provisions of LPS4 specifically land use and car parking provisions. The relevant assessment criteria are discussed as follows:

- Land use

The above matters are discussed below.

Background

The subject site is located on the south side of Knutsford Street. The two (2) bedroom dwelling subject of this application has a floor area of 63m² and is located within a strata development consisting of 24 Multiple dwellings. The site is zoned Residential and has a density coding of R25. One (1) car bay is allocated to the subject dwelling.

The site is not individually heritage listed but is located within the Memorial Reserve Precinct Heritage Area.

A search of the property file has revealed no relevant planning history for the site.



Three (3), including the dwelling subject of this application, of the 24 Multiple dwellings within the apartment building are currently registered as Unhosted short-term rental accommodation, representing 12.5% overall.

Land Use

Unhosted short-term rental accommodation is an 'A' use in the Residential Zone, which means that the use is not permitted unless the Council has exercised its discretion by granting planning approval. In considering an 'A' use the Council will have regard to the matters to be considered in the *Planning and Development (Local Planning Schemes) Regulations 2015*. In this regard the following matters have been considered:

- (a) *The aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area*
- (m) *The compatibility of the development with its setting including the relationship of the development on adjoining land or on other land in the locality including but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development*
- (n) *The amenity of the locality including the following:*
 - (i) *Environmental impacts of the development*
 - (ii) *The character of the locality*
 - (iii) *Social impacts of the development*
- (y) *Any submissions received on the application.*

For the purpose of assessing matter (a) above, the objectives of the Residential zone are as follows:

Development within the residential zone shall —

- i. *provide for residential uses at a range of densities with a variety of housing forms to meet the needs of different household types, while recognising the limitations on development necessary to protect local character,*
- ii. *safeguard and enhance the amenity of residential areas and ensure that development, including alterations and additions, are sympathetic with the character of the area,*
- iii. *encourage high standards of innovative housing design which recognise the need for privacy, energy efficient design and bulk and scale compatible with adjoining sites,*
- iv. *recognise the importance of traditional streetscape elements to existing and new development,*
- v. *conserve and enhance places of heritage significance the subject of or affected by the development, and*



- vi. *safeguard and enhance the amenity of residential areas by ensuring that land use is compatible with the character of the area.*

The proposed development is considered to address the above matters for the following reasons:

- The proposed Unhosted short-term rental accommodation comprises two bedrooms and proposes a maximum of four (4) occupants. It is not considered to have a significant detrimental impact to the amenity of the area or adjoining residents due to its low scale and provided management plan and code of conduct is followed accordingly - see attached management plan (attachment 2)
- The subject site is located on the edge of the City Centre and mixed use zones and is within a short distance (less than 400m) of entertainment and tourism sites such as Monument Hill, Fremantle Oval and Fremantle markets.
- No structural works are proposed as a part of this application, the proposal will therefore have no impact on existing streetscape or heritage character of the area.

Local Planning Policy 2.27 – Unhosted Short-Term Rental Accommodation

The purpose of LPP2.27 is to establish a framework to manage Unhosted Short-term rental accommodation within the City of Fremantle. The policy seeks to balance the tourism benefits with residential amenity and urban living, ensuring development and land use aligns with neighbourhood character while not detrimentally impacting the viability of an area through the overabundance of temporary residents.

The objectives of this policy are to:

- 1. To ensure unhosted short-term rental accommodation is designed, sited and managed to preserve amenity and character of areas with heritage, environmental or conservations values.*
- 2. To maintain the amenity and established character of zones by ensuring the location, scale, design and operation of unhosted short-term rental accommodation is appropriate to the setting.*
- 3. To ensure unhosted short-term rental accommodation is appropriately serviced to meet the needs of visitors and prevent detrimental impacts on the local environment or infrastructure.*
- 4. To ensure the vibrancy and viability of zones, particularly the City Centre zone, is maintained by retaining a base of predominantly permanent residents.*



The following table evaluates the proposal against the policy provisions of LPP2.27.

Table 1 – Assessment against LPP2.27

1. Built Form and Site Appearance	Officer comment
1.1 Proposals for unhosted short-term rental accommodation must align with the applicable Residential Design Codes (R-Codes), Local Planning Scheme, Local Development Plans and any location specific local planning policies.	No change is proposed to the existing built form.
1.2 On-site signage is required for all proposals and is: a) Limited to sign plaques or plates affixed to the main frontage of the building. b) To not exceed 0.5m ² per dwelling. c) To be consolidated where multiple unhosted short-term rental accommodation units are contained on a site. d) To include the property owner or manager's contact information.	A condition of approval is recommended to ensure compliance with signage requirements.
2. Car Parking	Officer comment
2.1 For all zones, except the City Centre Zone - In addition to providing car parking in accordance with the Residential Design Codes, additional on-site car parking bays should be provided at a rate of one bay for every two bedrooms exceeding four bedrooms (i.e. one additional bay for 5-6 bedrooms, two additional bays for 7-8 bedrooms etc).	The subject site as per r-codes requires 1 parking bay - provided. 2 (2) bedrooms, no additional parking required.
2.2 City Centre Zone – The City Centre is a pedestrian friendly location with plentiful retail and dining options within walking distance, close to many of the City's tourist attractions and is well serviced by public transport. Therefore, there is no requirement for the provision of on-site parking within this zone.	N/A
3. Dwelling Occupancy	Officer comment
3.2 Grouped and Multiple Dwellings - Maximum occupancy of no more than two persons per bedroom, excluding persons under 16, to a maximum of six persons.	The subject dwelling is a two (2) bedroom dwelling. A maximum of four (4) persons are permitted to occupy the bedrooms/dwelling which is secured via a



	recommended condition of approval.
3.3 Rooms not originally designed as bedrooms (e.g. living / dining rooms) cannot be converted for STRA occupancy calculations.	Existing bedrooms are approved lawful bedrooms.
4. Location Requirements	Officer comment
4.1 In order to prioritise permanent residents within the City Centre Zone so as to retain a lively and vibrant centre throughout the year, consideration will be given to the number of hosted and unhosted short term rental accommodation properties registered at the time of the development application being lodged.	N/A
5. Servicing Considerations	Officer comment
5.1 Development is to be connected to a reticulated potable water supply.	Complies
5.2 Development is to be connected to a reticulated sewage or serviced by an approved on-site effluent disposal system with adequate capacity for the proposed number of occupants.	Complies
6. Time Limitations of Approvals	Officer comment
6.1 Development approval may be limited to a period of 12 months where Council deems it appropriate to properly assess the impact on neighbours and amenity.	The proposal is for an Unhosted short-term rental for four (4) persons. It is not considered that this will result in any significantly detrimental impact to the amenity of adjoining properties/dwellings or the area generally. As such a 12 month approval limit is not considered to be required.
7. Restriction of Operator	Officer comment
7.1 Due to the detailed management measures required to operate an unhosted short term rental accommodation in accordance with this policy, development approval for unhosted short-term rental accommodation is restricted to the approved landowner and will not run with the property. A change in landowner will require a new development	Compliance with this provision will be secured via a recommended condition of approval.



applicant for unhosted short-term rental accommodation to be submitted and approved.	
8. Management Plans and Other Unhosted Short-Term Rental Accommodation Application Requirements	Officer comment
8.1 Where an unhosted short-term rental accommodation is located on a strata title, a letter from the Strata Manager or Strata Management Company in support of the proposed use is to be included with the development application.	Consent and support from Strata manager provided.
8.2 For proposals located in all zones except the City Centre zone, a site plan indicating the location of on-site parking is to be provided with the development application.	Parking location indicated in provided plans.
8.3 Development applications must include a Management Plan detailing the following: a) Contact details (phone number and email address) of the Property Manager, which may be the landowner or an external agent. The Property Manager is to respond to nuisance behaviour within 12 hours of a complaint. b) Method of booking and checking in. c) Confirmation of location of designated on-site / visitor parking bays. d) Whether pets will be permitted at the property, if so, whether they are permitted to be left unattended. e) Complaint management procedures addressing nuisance behaviour which may include: • Violence or threats • Loud aggressive behaviour, including yelling, screaming or arguing • Excessively loud noise nuisance • Overlooking • Light spill • Barking dogs • Smoke or odours. f) Waste management strategies to ensure appropriate disposal.	A Management Plan accompanied the lodgement of the application which addresses the requirements of this provision. Compliance with this Management Plan will be secured via a recommended condition of approval.



g) Bushfire emergency response procedures (in designated bushfire prone areas).	
8.4 A detailed Code of Conduct is to be made available to all occupants and included with the development application. The Code of Conduct is to include the following: a) Contact details of the Property Manager, including after-hours contact details. b) Expected behaviour of occupants / visitor to minimise impact on neighbours. c) Any restrictions of visitors or parties/ events. d) Location of on-site car parking for occupants / visitors, as well as any parking restrictions applicable to the location. e) Details of alternate transport options, such as public transport. f) Details regarding waste management, including specific expectations of guests regarding waste disposal and bin collection. g) Whether pets will be permitted at the property, if so, whether they are permitted to be left unattended. h) Bushfire emergency response procedures (where applicable). i) Any other information relevant to the use of the property which may impact the amenity of the location.	A Code of Conduct has been provided for this application which addresses the requirements of this provision. Compliance with the Code of Conduct will be secured via a recommended condition of approval. A copy of the Code of Conduct is to be made available to the occupants of the accommodation.

The proposed Unhosted short-term rental accommodation meets the objectives of LPP2.27 for the following reasons:

- As there are no changes proposed to the existing structure, there will be minimal to no impact on the character of the area.
- Provided management plan provide necessary controls for scale and operation of proposed use and will have little impact on surrounding properties.
- Due to the majority of the multiple dwelling properties within the site still utilised for permanent residence, the scale, design and location of the proposed use will have little detrimental impact on the viability of the residential zone .



Due to the above assessment provided, the proposed Unhosted Short-Term Rental Accommodation satisfies the requirements and objectives of LPP 2.27.

CONCLUSION

Approval is sought for a change of use to Unhosted short-term rental accommodation at 17/5 Knutsford Street, Fremantle. With consideration to the officer assessment above, the proposed change of use to Unhosted Short-term rental accommodation is considered acceptable and can be suitably operated to minimise any potential impact to the amenity of the area. The land use is compatible with the objectives of the Residential zone and LPP2.27, as the accommodation is minor in scale and with minimal amenity impact to adjoining residents.

STRATEGIC IMPLICATIONS

This item is in keeping with the City of Fremantle's Strategic Community Plan 2024 – 2034:

Thriving City - Attraction and retention of diversified investment and talent

- Fremantle holds a reputation as a desirable place to work and visit which attracts investment from businesses and developers.

FINANCIAL IMPLICATIONS

Nil

LEGAL IMPLICATIONS

This proposal has been assessed in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* and Local Planning Scheme No. 4. The applicant is able to apply for a review of any Refusal or conditions of approval issued by Council in relation to this application, through the State Administrative Tribunal. Where not specifically detailed in the Regulations or City's policy, all works require approval and may be subject to compliance investigation and enforcement if approval is not sought prior to undertaking works.

VOTING AND OTHER REQUIREMENTS

Simple Majority Required



DECISION MAKING AUTHORITY

Planning Services Committee under delegation 1.1 of the City of Fremantle Delegated Authority Register.

This item was referred to Council for determination in accordance with the City of Fremantle Delegated Authority Register: A decision of committee can only be made by the votes (in favour or against) of at least four (4) members of the committee.

COUNCIL DECISION ITEM PSC2608-4 (Committee recommendation)

Moved: Cr Pip Slaughter

Seconded: Cr Ingrid van Dorssen

Council:

APPROVE, under the Metropolitan Region Scheme and Local Planning Scheme No. 4, the Change of Use to Unhosted Short-Term Rental Accommodation at No. 17/5 (*Strata Lot 17*) *Knutsford Street*, Fremantle, subject to the following conditions:

1. This approval relates only to the development as indicated on the approved plans, dated 28 April 2026. It does not relate to any other development on this lot and must substantially commence within four years from the date of this decision letter.
2. *Notwithstanding condition 1, this approval allows the Unhosted short-term rental accommodation hereby approved to be operated by Ben Osborne as the current landowner for a period of 12 months from the date of this approval only. If Ben Osborne ceases to be the landowner of the site, or the temporary 12 month period from the date of this approval is reached, the Unhosted short-term rental accommodation use hereby approved will expire and shall not continue to operate, unless otherwise approved by the City of Fremantle.*
3. The approved use is restricted to a maximum of *two (2)* guests at any one time, based on the *one (1)* bedroom within the dwelling
4. The Management Plan and Code of Conduct dated 28 April 2026 (City of Fremantle stamped date) hereby approved must be implemented at all times to the satisfaction of the City of Fremantle. The approved code of conduct is to be made available to all occupants of the approved unhosted short-term rental accommodation prior to their stay.



5. Prior to the occupation / operation of the Unhosted short-term rental accommodation, signage is to be provided on site and shall:

- a) Be limited to sign plaques or plates affixed to the main frontage of the building;
- b) Not exceed 0.5m² per dwelling (minimum size, 0.2m²);
- c) Be consolidated where multiple unhosted short-term rental accommodation units are contained on a site; and
- d) Include the property owner or manager's contact information, including contact telephone and email information.

The signage shall be maintained for the life of the development to the satisfaction of the City of Fremantle.

6. Where any of the preceding conditions has a time limitation for compliance, if any condition is not met by the time requirement within that condition, then the obligation to comply with the requirements of any such condition (other than the time limitation for compliance specified in that condition), continues whilst the approved development continues.

Advice note(s):

- i. The applicant is advised that contact details have been redacted from the attached Code of Conduct in accordance with the *Privacy and Responsible Information Sharing Act 2024*. The original unredacted Code of Conduct with relevant contact details included shall be provided to occupants prior to their stay.
- ii. All noise from the proposed development must comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* (as amended), such as:
 - mechanical service systems like air-conditioners, exhaust outlets, motors, compressors and pool filters;
 - vehicles;
 - amplified acoustic systems; and
 - patron noise.

It is advised to seek the services of a competent acoustic consultant to assist the applicant in addressing the potential noise impacts on noise sensitive receivers.

Carried: 5 / 2

For:

Mayor Ben Lawver, Cr Geoff Graham, Cr Frank Mofflin,
Cr Pip Slaughter and Cr Ingrid van Dorssen

Against:

Cr Andrew Sullivan and Cr Melanie Clark



Cr Jemima Williamson-Wong returned to the meeting at 8:04pm.

PSC2608-11 COASTAL HAZARD RISK MANAGEMENT ADAPTATION PLAN - WORKING GROUP MEMBERSHIP

Meeting date:	Wednesday 5 August 2026
Responsible officer:	Manager City Design
Voting requirements:	Simple Majority Required
Decision making authority:	Council
Attachments:	1. Funding Agreement 2. Draft Terms of Reference Coastal Hazard Risk Management Adaptation Plan Working Group

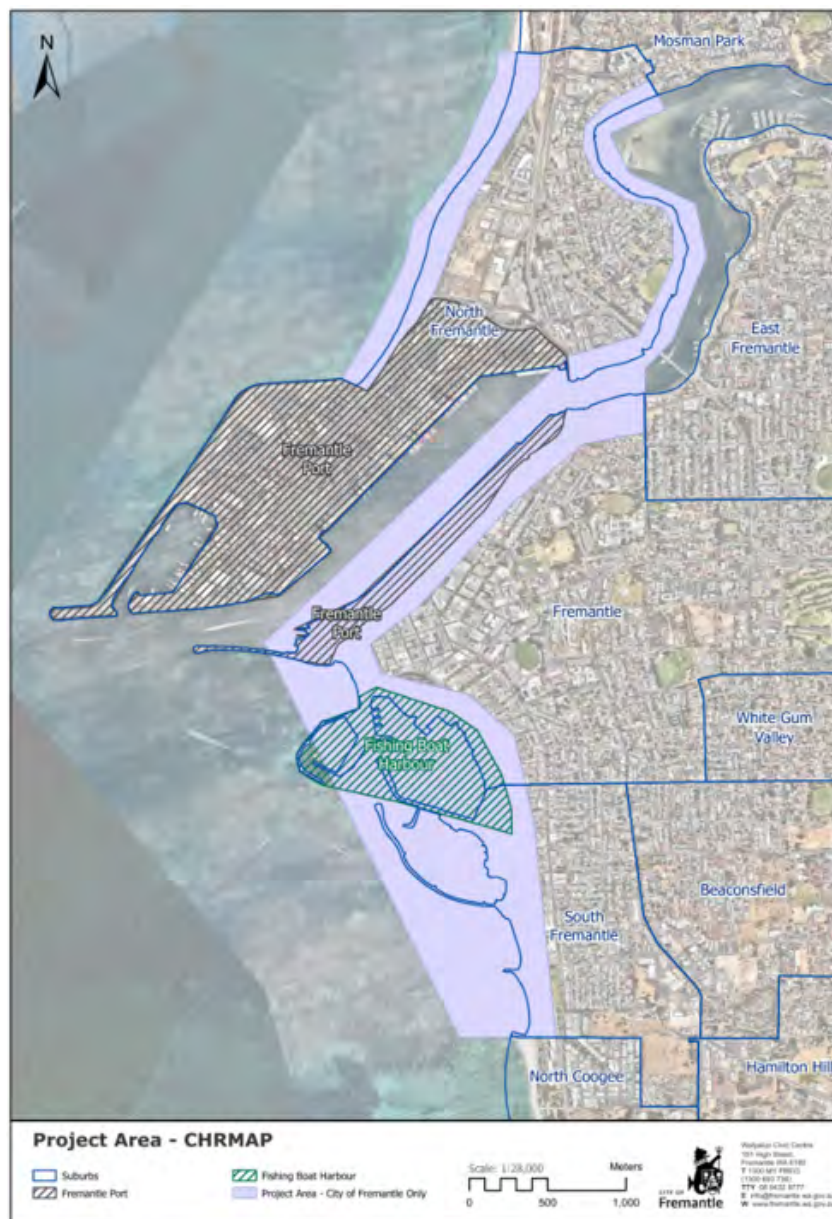
SUMMARY

The City of Fremantle has been awarded \$175,000 in grant funding from Coastal Management Plan Assistance Program to develop a Coastal Hazard Risk Management and Adaptation Plan (CHRMAP). The CHRMAP, co-funded by the City, will help identify coastal hazards, asset vulnerability and community coastal values to define and prioritise appropriate responses along the Fremantle coastline, including the coastal erosion hotspot Port Beach and river estuarine areas.

To assist with project governance and delivery, authorisation is sought for the CEO to appoint participants of the project's Working Group, consistent with the funding agreement.

BACKGROUND

The City's CHRMAP documentation is ready for renewal. To ensure CHRMAP documentation remains current and appropriately informs planning and infrastructure decision making, the City applied for CHRMAP grant funding in April 2026.



The funding application proposed a CHRMAP project area extending along the coast from the City's northern boundary to its southern boundary and extend eastwards along the estuarine foreshore to the City's eastern boundary (see the figure above). Foreshore areas of the Fremantle Port's North Quay have been excluded as they are not within the planning control of the City. South Quay has been included as coastal impacts extend to areas immediately behind the Port Authority's land in the Fremantle City Centre.

FINANCIAL IMPLICATIONS

The City has set aside \$175,000 in long term financial plan over the next three years to fund the CHRMAP project, with an additional \$175,000 of matched funding now confirmed from State Government.



LEGAL IMPLICATIONS

Nil.

STRATEGIC IMPLICATIONS

This item is in keeping with the City of Fremantle's Strategic Community Plan 2024 – 2034:

Resilient City – A focus on planning for a stronger and more resilient future

- The matters contained in this report align to the intent of this theme's outcome.

CONSULTATION

Nil.

OFFICER COMMENT

The City is finalising the process to accept the grant received from State Government's Coast WA portfolio. Confirming the composition of the project Steering Committee is required as part of the acceptance of the grant. The functions and role of the Steering Committee are outlined in Schedule 2 and Schedule 3 of the Funding Agreement (Attachment 1) attached to this report. An excerpt of Schedule 3 is provided below:

FUNCTIONS

The Steering Committee is to perform the following functions:

- (a) deliver guidance and oversight on, and make decisions in relation to, all aspects of the Approved Project, including but not limited to:*
 - i. Reviewing Scope of Works;*
 - ii. Assessment of Tenders (through recommendations of the Tender Assessment Panel);*
 - iii. Provide discussion on the methodology for each milestone (as required);*
 - iv. Make recommendations on the project objectives and outcomes;*
 - v. Reviewing project deliverables including the Community and Stakeholder Engagement Plan, Draft and Final Plan; and*
 - vi. Attend meetings as required.*
- (a) If the Steering Committee cannot, despite reasonable efforts to do so, reach a consensus in relation to any of the matters set out in clause (a) above, the Applicant will have the final decision.*



ROLES

The role of the Steering Committee is to provide technical coastal and planning skills to the Applicant and ensure the project progresses in line with milestone reports and progress reports.

The Working Group will remain active for approximately two years, or until the project is completed. Members will be subject to the Committee's Terms of Reference, which set out roles, responsibilities and expected conduct. The Steering Committee membership will include:

- Representative of the Department of Transport and Major Infrastructure
- Representative of Department of Planning, Lands and Heritage
- Representatives of the Fremantle Community (including an Elected Member of Council)
- Two representatives of the City of Fremantle (staff)

This "Steering Committee" as defined in the agreement will be referred to as a "Working Group" in accordance with the City's internal groups policy and Council meeting structure.

VOTING AND OTHER REQUIREMENTS

Simple Majority Required

DECISION MAKING AUTHORITY

Council.

COMMITTEE RECOMMENDATION

Moved: Cr Pip Slaughter

Seconded: Cr Andrew Sullivan

Council:

1. Notes the \$175,000 grant funding received from State Government, in addition to the \$175,000 committed by the City, to develop a new Coastal Hazard Risk and Management and Adaptation Plan for Fremantle's coastline and river foreshore areas.
2. Acknowledges the State Government for supporting this important initiative.
3. Endorse the Coastal Hazard Risk Management and Adaptation Plan (CHRMAP) Working Group terms of reference, provided in Attachment 2.



4. Appoints the following Elected Member to be a member of the CHRMAP Working Group, for the term ending on the day of the next Local Government Ordinary Election:
 - a. <name>
5. Authorises the Chief Executive Officer to appoint all other members of the CHRMAP Working Group, for the term ending on the day of the next Local Government Ordinary Election.

In accordance with clause 9.7 of the [Meeting Procedures Policy](#), Cr Andrew Sullivan moved the following amendment, and included the nominations from Elected Members, as provided in the additional documents:

AMENDMENT

Moved: Cr Andrew Sullivan Seconded: Cr Jemima Williamson-Wong

To amend part 4 of the Officer's Recommendation, to read as follows:

Council:

1. Notes the \$175,000 grant funding received from State Government, in addition to the \$175,000 committed by the City, to develop a new Coastal Hazard Risk and Management and Adaptation Plan for Fremantle's coastline and river foreshore areas.
2. Acknowledges the State Government for supporting this important initiative.
3. Endorse the Coastal Hazard Risk Management and Adaptation Plan (CHRMAP) Working Group terms of reference, provided in Attachment 2.
4. Appoints the following Elected Members to be a member of the CHRMAP Working Group, for the term ending on the day of the next Local Government Ordinary Election:
 - a. Cr Jemima Williamson-Wong
 - b. *Cr Andrew Sullivan*
 - c. *Cr Melanie Clark*
5. Authorises the Chief Executive Officer to appoint all other members of the CHRMAP Working Group, for the term ending on the day of the next Local Government Ordinary Election.

Amendment Carried: 8 / 0

For:
69/164



Mayor Ben Lawver, Cr Geoff Graham, Cr Andrew Sullivan,
Cr Jemima Williamson-Wong, Cr Frank Mofflin, Cr Pip Slaughter,
Cr Melanie Clark and Cr Ingrid van Dorssen

Against:
Nil

Reason for amendment:

To allow additional Elected members to be a member of the Coastal Hazard Risk Management and Adaptation Plan (CHRMAP) Working Group.

COUNCIL DECISION ITEM PSC2608-11
(Committee recommendation, as amended)

Moved: Cr Andrew Sullivan Seconded: Cr Jemima Williamson-Wong

Council:

1. Notes the \$175,000 grant funding received from State Government, in addition to the \$175,000 committed by the City, to develop a new Coastal Hazard Risk and Management and Adaptation Plan for Fremantle's coastline and river foreshore areas.
2. Acknowledges the State Government for supporting this important initiative.
3. Endorse the Coastal Hazard Risk Management and Adaptation Plan (CHRMAP) Working Group terms of reference, provided in Attachment 2.
4. Appoints the following Elected Members to be a member of the CHRMAP Working Group, for the term ending on the day of the next Local Government Ordinary Election:
 - a. Cr Jemima Williamson-Wong
 - b. *Cr Andrew Sullivan*
 - c. *Cr Melanie Clark*
5. Authorises the Chief Executive Officer to appoint all other members of the CHRMAP Working Group, for the term ending on the day of the next Local Government Ordinary Election.

Carried: 8 / 0
For:

Mayor Ben Lawver, Cr Geoff Graham, Cr Andrew Sullivan,



Cr Jemima Williamson-Wong, Cr Frank Mofflin, Cr Pip Slaughter,
Cr Melanie Clark and Cr Ingrid van Dorssen

Against:

Nil



PSC2608-12 REQUEST FOR COMMENT ON THE METROPOLITAN REGION
SCHEME AMENDMENT TO LIFT THE URBAN DEFERRED ZONE
IN NORTH FREMANTLE

Meeting date:	Wednesday 5 August 2026
Responsible officer:	Director Planning, Place and Urban Development
Voting requirements:	Simple Majority Required
Decision making authority:	Council
Attachments:	1. North Fremantle Urban Precinct - Concurrent MRS - LPS Rezoning

SUMMARY

The Department of Planning, Lands, and Heritage (DPLH) has advised it is preparing a report to seek Western Australian Planning Commission (WAPC) determination on the request to lift the Urban Deferred Zoning, in the Metropolitan Region Scheme (MRS) for the 'North Fremantle Urban Precinct' (adjacent to Port Beach).

The City is supportive of the general approach to change the land use from industrial to urban, however, has also been consistent in its commentary that key planning issues must be better resolved prior to lifting the 'Urban Deferred' status. The key matters that remain inadequately resolved to date are:

- Coastal Planning / Development Setbacks
- Integrated Transport Plan for North Fremantle

The WAPC / DPLH is not proposing to undertake any further formal consultation process regarding lifting the area from Urban Deferred to Urban.

However, DPLH has invited the City to provide further comment on this important planning matter, specifically, on commencement of rezoning the area concurrently under Local Planning Scheme No. 4 to Development Area.

This report recommends that Council responds to DPLH that it continues to support urban development in principle in this location, however, remains deeply concerned that lifting of the Urban Deferred is being contemplated by Government whilst there remains:



- Inadequate regional coastal planning and analysis that demonstrates the optimum coastal setback (width of Reserve) between the ocean and new development.
- Inadequate strategic transport planning, noting that the current Curtin Link proposal is focussed on future-proofing regional through-traffic for cars and is not an integrated urban solution that looks at all modes; heritage and place; and integrates the transport needs stemming from Future of Fremantle Study.

In conclusion, the City believes it is premature to lift the Deferred status until these strategic planning matters are more fully addressed. It therefore also believes that initiating a concurrent amendment to its Local Planning Scheme is premature.

BACKGROUND

In 2022, the Western Australian Planning Commission (WAPC) invited the City to provide preliminary comment on a proposed Metropolitan Region Scheme (MRS) Amendment – North Fremantle Development Precinct (RLS/1012).

The subject site is approximately 23ha in area in North Fremantle. The site is bound by Port Beach Road to the west, Primary Regional Road reserve to the east, Tydeman Road and Freight Rail Reserve to the south, and Walter Place to the north (refer to figure 1). The land has historically been used for industrial purposes including a fuel terminal and lubricant depot by Viva Energy Australia (formerly Shell Australia), a former Standard Wool site and a former Caltex operation.

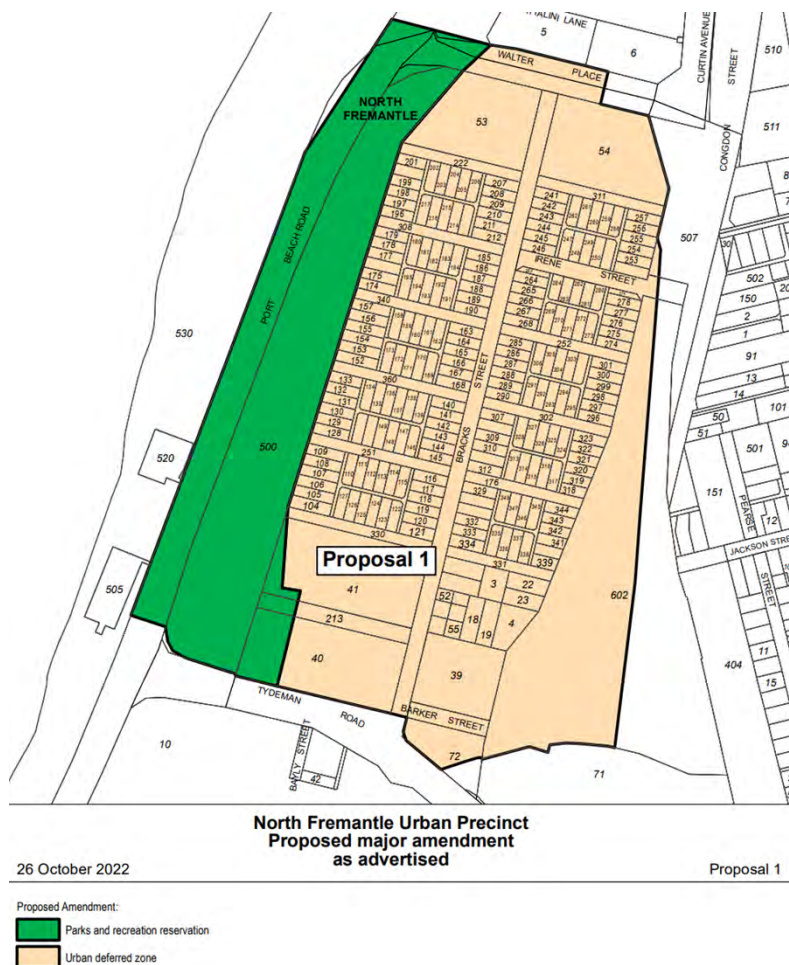


Figure 1: Proposed North Fremantle Urban Precinct area for MRS rezoning

The amendment proposed to rezone the subject site (approximately 23ha) from 'Industrial' to 'Urban' and 'Parks and Recreation'. While there were some residual industrial uses still functioning on the land, the proposal outlined that the subject site was no longer used or required for its past industrial use. The applicants therefore proposed the land be rezoned for urban development, noting its close location to Fremantle and North Fremantle, the Fremantle passenger railway (approximately 150m), and Port Beach as key reasons for this request.

City of Fremantle's Initial Comments (2022)

At the 6 April 2022 Planning Committee Meeting, Council resolved to advise the WAPC that (PC2204-12):

1. *The exploration of alternative land uses for the North Fremantle Development Precinct is reasonable given the vacant, and largely cleared, status of the land in this precinct. 'Urban' zoning presents a logical option given its prime location, subject to the WAPC being satisfied that the loss of*



this land to industrial use (whether related to Fremantle Port or other industrial land needs) would not be contrary to the objectives of the Commission's Economic and Employment Lands Strategy: non-heavy industrial. However, due to the land's past industrial use, its proximity to a section of coastline of high regional recreational significance and vulnerability to coastal hazards and the Fremantle Port, regional and local transport and access considerations, and the Future of Fremantle work and impact of future development on the site to the wider area, there are several issues that the City considers need a greater degree of resolution prior to the subject site being suitable for zoning for urban redevelopment. These are as follows:

- 2. Determination of the extent of land required for an enlarged coastal foreshore Parks and Recreation Reserve, taking into account the need for the portion of the reserve inland of the year 2120 coastal erosion hazard line to provide sufficient space for environmental conservation and public recreational needs, noting that to meet these needs community infrastructure to service Port Beach as a second beach 'node' to relieve pressure on Leighton Beach and accommodate growing population demands for beach use will be required.*
- 3. The land being capable of being provided with essential services and agreement has been reached between the developers and service providers with regard to the staging and financing of services.*
- 4. Future of Fremantle planning has sufficiently advanced to a stage that depicts clear objectives to guide future development in the area.*
- 5. Regional road planning requirements have been resolved and provision made for them.*
- 6. Having regard to point 1 a) above, the City requests the WAPC to engage in further discussions with the City of Fremantle, the proponents and other relevant stakeholders to review the extent of land required to be included within an expanded Parks and Recreation Reserve in order to meet the long-term recreational demands upon this precinct in addition to addressing the risks and impacts of coastal processes.*
- 7. Subject to resolving the appropriate extent of land required for inclusion in the coastal foreshore Parks and Recreation Reserve as referred to in point 2 above, the City considers that the remaining land subject to the rezoning proposal could more appropriately be considered for a MRS 'urban deferred' zoning in the first instance, to allow for more planning to be completed*



prior to a transfer to the Urban zone. The lifting of urban deferred status should be tied to demonstration of the matters referred to in point 1b, 1c and 1d above having been satisfactorily addressed.

Following Council's resolution, the WAPC subsequently resolved to initiate formal community consultation to rezone the area from 'Industrial' to 'Urban Deferred', which was generally in line with Council's recommendation. The zoning of 'Urban Deferred' requires that more information be submitted prior to a zoning to 'Urban' and any consequent development.

City's Response to WAPC's Formal Consultation (2023)

The formal WAPC request was considered at the 3 May 2023 Planning Committee Meeting (PC2305-5) and the 24 May Ordinary Council Meeting. The report discussed that there were still several outstanding issues that needed a greater degree of resolution prior to being rezoned 'Urban Development'. Information in the report accompanying the WAPC request provided the following responses to Council's original comments:

City of Fremantle's Initial Comments	WAPC amendment report responses to City of Fremantle's Initial Comments
The loss of industrial land and the land being located within the Fremantle Port Buffer area.	The <i>Central Sub-regional Planning Framework</i> primarily reflects the sites industrial use. A small strip along the northern and eastern boundary of the site is within the Activity Centre - Frame around the North Fremantle District Centre. The Framework states that in frame areas, there is an opportunity to investigate higher residential densities and the potential expansion of the core area (commercial and mixed uses) over time. The proposed Urban Deferred zone and Parks and Recreation reserve is considered to be a logical transition and continuation of the urbanisation of the locality which is consistent with the general intent of the Framework.
The land's proximity to Fremantle Port.	As the amendment area is partly located within the port buffer areas 1 & 2, and any development is constrained by the port buffer considerations including built form, land use and density, this matter, and the need for these constraints on future development considering the future of Fremantle Port, is to be addressed prior to the lifting of Urban Deferment. Requires resolution prior to the transfer to the Urban zone: • consideration of the Fremantle Port buffer.



An expanded Parks and Recreation reserve area to meet the long-term recreational demands of the precinct.	As the proposed coastal foreshore reserve and any additional recreational area in this location is to be finalised having regard to the Future of Fremantle Planning Committee (FFPC) outcomes, this has been included as a requirement to be considered prior to the lifting of Urban Deferment. The department's officers have noted the reserve boundary can also be modified at the final approval stage of the amendment to urban deferred zone and Parks and Recreation reserve. Requires resolution prior to the transfer to the Urban zone: confirmation of coastal foreshore reserve requirements.
A consideration of the wider transport and urban area to deliver an integrated urban environment.	As there is uncertainty on the regional road network which has yet to be finalised, this has been included as a matter to be addressed prior to the lifting of Urban Deferment. Requires resolution prior to the transfer to the Urban zone: confirmation of regional road and transport requirements in the locality.
The provision of essential services and staging and financing of services.	The Water Corporation advises that it may be possible to extend water and sewerage services to the site as a standalone development, provided that the developers fund extensions and upgrades to the surrounding networks. The extent of any upgrades will be determined by the land use mix and development yields in the local structure plan.
Future of Fremantle planning being sufficiently advanced to a stage that depicts clear objectives to guide future urban integration and development in the area.	The area is within the FFPC area of consideration. The Future of Fremantle project is in the early stages and is estimated to be completed by mid-2024. A multi-disciplinary team is to develop a future focused Land Use Plan incorporating a highly integrated land use, transport and infrastructure response and supporting Economic Development Strategy for bringing economic growth, investment and employment into Fremantle. Requires resolution prior to the transfer to the Urban zone: finalisation or substantial progression of the Future of Fremantle project.



At the 24 May 2023 Ordinary Council Meeting, Council resolved to advise the WAPC that it:

1. *Refers the WAPC to its initial comments, Council Meeting 27 April 2022 (Item PC2204), and adds the following comments to assist with clarifying the key planning issues that require resolution prior to any of the site being suitable for rezoning:*
 - 1.1. *COASTAL RECREATIONAL NEEDS – An evidence based assessment on the extent of land required for precinct/regional recreation and beach access in this location, considering this in context of the: (a) Leighton Foreshore Masterplan; (b) existing demand and capacity at the Leighton node; and, (c) predicted growth / future demand for public land in the vicinity of Port Beach as determined through the Future of Fremantle studies.*
 - 1.2. *COASTAL EROSION – an evidence based assessment of coastal hazards to ensure the reserve is of sufficient width to maintain a functional coastal foreshore reserve into the future and to protect infrastructure and property.*
 - 1.3. *TRANSPORT – a clear government plan for the regional and local transport network in North Fremantle to deliver a well-integrated urban destination and resolve: (a) the extension/ alignment/ urban design and capacity of Curtin Avenue, including its inter-relationship with Stirling Highway; (b) freight and passenger rail;; and, (c) required urban connectivity from the North Fremantle town centre through the site to the foreshore node;*
 - 1.4. *FUTURE PORT PLANNING – a clear government position on the future redevelopment plans being developed through Future Fremantle Committee, in particular, the type and intensity of land uses proposed and the associated transport / access requirements within the North Fremantle peninsula;*
 - 1.5. *PORT BUFFER ZONE – Acknowledging the port buffer zone currently restricts potential urban development to non-residential uses, deliver a process that avoids short-term planning outcomes on the subject site that run contrary to the proper and orderly planning of the broader neighbourhood / precinct. Urban zoning within the existing buffer zone should only proceed once the buffer is no longer required.*
2. *With regard to 1.1 to 1.2, further notes that:*
 - 2.1. *The Amendment Report prepared by the WAPC states that North Fremantle Coastal Hazard Risk Management and Adaptation Plan provided by the proponent calculates the coastal foreshore reserve as having a width of between 28.1 and 70m by 2115. This is incompatible with the infrastructure and access requirements of a regional beach.*



2.2. Studies undertaken for the Leighton Beach development identified the need for a minimum 150m foreshore reserve and that subsequent to this assessment the sea-level rise coefficient has increased such that the current recreational assets may be compromised within the 100-year planning horizon.

2.3. That regular summer demand currently exceeds capacity within the available reserve at Leighton Beach, demonstrating that the assessment in determining the recreational access needs for that section of foreshore reserve has proved to be inadequate and highlighting the need for ample provision in the Port Beach Node to accommodate current and future demand.

2.4. The cumulative impact of intensive development within the amendment area combined with other urban planned infill in Fremantle and North Fremantle, and most notably the future Fremantle Ports redevelopment, will create significant additional beach use and infrastructure needs. Minutes – Ordinary Meeting of Council 24 May 2023

2.5. Over recent decades the Port Beach node has suffered one of the highest levels of coastal erosion in the Metropolitan area. The severity of the coastal erosion to the south of Tydeman Road has given rise to a coastal retreat strategy in this area which will result in additional demand for recreational infrastructure within the foreshore area to the north of Tydeman Road.

- 3. In light of the above, the Council advises the proposed cadastral boundary between the Parks and Recreation Reserve and Urban Deferred Zone is not supported by evidence and is inadequate for future needs and risks. Council recommends that an additional portion of the proposed Urban Deferred zone west of Bracks Street will need to be rezoned to Parks and Recreation Reserve prior to any redevelopment in order to meet these needs.*
- 4. Confirms the Council's willingness and deep interest in working collaboratively with all relevant government agencies to help deliver acceptable legislative and planning frameworks for the key issues listed above, to enable high quality sustainable development of the North Fremantle.*

Government Approval for 'Urban Deferred' (2024)

The MRS Amendment to rezone the land from 'Industrial' to 'Urban Deferred' and 'Parks and Recreation Reserve' was passed by Parliament and signed into law on 15 August 2024. The WAPC's consideration of MRS Amendment 1400/41 outlined



four matters requiring further consideration as part of any request to transfer the Precinct to the 'Urban' zone, being:

1. Future of Fremantle: Finalisation or substantial progression of the FoF project;
2. Transport: Confirmation of regional road and transport requirements in the locality;
3. Coastal Foreshore: Confirmation of coastal foreshore reserve requirements; and
4. Fremantle Port: Consideration of the Fremantle Port buffer.

Addressing the 4 Key Issues (2025)

In June 2025, the proponents submitted further information on the above issues and the City was again asked to provide preliminary comment.

About the same time, the State Government announced that it would be carrying out a major transport study of the North Fremantle peninsula.

At the 27 August 2025 Ordinary Council Meeting, Council resolved (C2508-18):

1. *Acknowledges the work prepared by the applicant as part of the lifting request and their engagement with the City over the past 18 months; and note that Council has had limited opportunity to review the information provided and, with that context, provides the following initial response and reserve the right to provide a further detailed response on the matters listed in part 3 and 4.*
2. *Express deep concern to the WAPC and Minister for Planning, that the lifting process of the Urban Deferred Zoning has not included transparent community consultation thus far, and encourages the WAPC to allow for submissions to be made by the community ahead of a final decision.*
3. *Advises the WAPC that it does not support the Lifting of the Urban Deferment request for the North Fremantle Urban Precinct, until there is resolution of the following matters:*
 - a) *Completion of the proposed North Fremantle Integrated Transport Design Study by DPLH that provides clear direction to transport planning for North Fremantle that also underpins sound land-use planning capable of delivering an integrated urban plan for the North Fremantle Peninsula;*
 - b) *Further consideration of the coastal foreshore reserve requirements, including:*



- i. documenting the impacts of the North Fremantle Integrated Transport Design Study on the coastal foreshore reserve area; and*
 - ii. assessment of, and long-term provision for, the additional recreational assets that are required to enable Port Beach to function as a regional coastal recreation node, in addition to but separate from the Leighton Node, noting that current recreation assets fall well short of accommodating existing and future needs;*
 - iii. assessment of, and long-term provision for, the additional land needed to mitigate the existing spatial inadequacies around the Leighton node in providing suitable accessibility and function to that node;*
 - iv. redressing the inconsistency in foreshore reserve width available to serve future generations towards the southern end of the Urban Precinct and to ensure the foreshore reserve provides adequate and continuous public access from Leighton through to Sandtracks Beach and the Future of Fremantle area;*
- 4. Council requests the following concerns be addressed by the WAPC in consultation with the City of Fremantle and community as a precursor to Council support for the lifting of the Urban Deferment:*
 - a) The community preference is for managed retreat in dealing with the long-term adaptation of the coast to accommodate climate change. There is special value placed on maintaining the long stretches of wide sandy beaches unimpeded by groynes or other intrusive coastal protection devices. While it is acknowledged that some coastal protection devices will be inevitable as part of the Future of Fremantle project, these need to be restricted to the southern end as far as reasonably possible to ensure the character of Port Beach is not forever compromised by poor foreshore planning at this time. This requires the foreshore reserve adjacent to the Urban Precinct to be significantly wider than currently proposed.*
 - b) It is noted that the foreshore reserve at Leighton Beach was planned at a time when the impacts of sea level rise were underestimated in the first iteration of SPP2.6. If the sea level rise coefficient currently used was applied to that node, the required foreshore reserve width would be closer to 200m compared to the 150m that was settled on. The Port Beach Node has at least the same extent of recreational asset needs and is in a zone experiencing greater erosion compared to Leighton. Hence, it is demonstrably unacceptable that the proposed foreshore width at Port Beach would taper to being*



narrower than the inadequate reserve width at the Leighton Node. The reserve width at the Urban Node must be significantly wider than at the Leighton Node and increasing in width towards the southern end where erosion is greater.

- c) The existing reserve width at the Leighton Node has proved to be inadequate in providing for current recreational needs, especially in providing for the needs of the Leighton Surf Life Saving Club. The only opportunity to mitigate the inadequacies is for the WAPC to provide additional foreshore reserve width at the northern end of the Urban Node and in a manner that is functionally separate from the Port Beach node.*
- d) The proponent has only provided a coastal planning assessment based on existing assets. These existing Port Beach assets are clearly inadequate in serving current needs. The current node fails to provide space for parklands, recreational areas away from the beach, sustainable dunes to provide protection from the sea breezes, or adequate parking. Furthermore, there has been no assessment or the types of community and commercial assets needed to serve the long-term needs of the regional community, noting that 70% of beach users come from South of the River, or the significant population increase associated with the Future of Fremantle area. For example, there is clearly a regional demand for additional surf club facilities, cafes and the like, but no spatial assessment has been carried out to ensure the reserve width will accommodate such needs now or in the future. The requirements of SPP2.6 can not be satisfied by only seeking to accommodate the demonstrably inadequate existing assets.*
- e) The assessment of reserve width remaining at the 100-year planning (Fig 5.1 in the coastal assessment) highlights the inadequacy of the proposed foreshore reserve especially towards the southern end. The diagram highlights that the only way the reserve could be considered sustainable is to accept the need for radical coastal engineering devices that the community and Council have consistently opposed. A reliance on engineered solutions is inconsistent with SPP2.6 when there is ample opportunity to accommodate additional reserve width at this stage of planning.*
- f) The unique characteristics of the North Fremantle Peninsula are currently fragmented into several disconnected cells that fail to benefit from the tremendous lifestyle and commercial opportunities that the area can deliver. The further planning of individual transport corridors for each transport mode, all separated from each other and the urban cells around them, will only exacerbate the disconnect that already plagues the peninsula. The proposed North Fremantle*



Integrated Transport Design Study provides an opportunity to address the disconnect by exploring how regional movement needs can be integrated with connected urban environments. In particular, the eastern edge of Urban Precinct, the land between it and the North Fremantle Town Centre, and the Town Centre itself must be considered through a single planning process to properly identify how the regional north-south transport activity can be integrated with local east-west movement and connectors.

- g) The proponent's assumption that their land can be developed independent of the potential upgrades to the surrounding movement network is a recipe to create another isolated and unintegrated cell of development. It is a proposal that seeks to ignore the need to complete the critical transport planning first. There is a genuine risk that the cell of development will essentially turn its back to the unresolved transport corridor rather than genuinely integrate with it.*
- h) The proponent offers only the opportunity for a 70's style grade separated crossing solution between the Urban Precinct and the rest of North Fremantle. The Council expectation is for fully integrated east-west connectivity between the Town Centre and the Port Beach foreshore node. Until such time as the Transport Design Study is completed, it remains premature to consider urban development along the eastern edge of the Urban Precinct*
- i) While it is noted that the proponent is not advocating for the Curtin-Stirling link which is proposed by MRWA, the Council notes its fundamental opposition to the concept. In the tight confines of the peninsula, the possibility of grade separated road flyovers is diametrically opposite to the integrated urban outcome that is needed. The only acceptable resolution of the north-south transport corridors is to investigate grade separated rail options, including the possibility of an elevated rail option. It is imperative that such a fundamental change in the transport typology is understood prior to development. A grade separated rail network will also generate the possibility of east-west urban road connections that link between Stirling Highway and an extended Curtin Avenue, and by logical extension provide access into the Urban Precinct and connectivity to the Town Centre. Again, this highlights why the Transport Design Study needs to be completed first to inform how the Urban Precinct can better integrate with its surrounds.*
- j) The Future of Fremantle studies and those related to the new bridge sought to bypass meaningful consideration of how to resolve the regional transport network through the peninsula. That is why the North Fremantle Integrated Transport Design Study is now an essential prerequisite to further development. However, the*



proponent relies on the initial transport concepts in the Future of Fremantle report to suggest their developments can progress independently of potential short and long-term changes in the transport networks. It is considered fundamentally premature to assume that the transport networks are resolved sufficiently to give the certainty needed once land is zoned Urban. This is particularly concerning at the southern end of the Urban Precinct in relation to both the alignment of Curtin Avenue, the rail corridor, and the ultimate location and number of future river crossings.

- k) The triangle of government-controlled land to the east of the Urban Precinct continues to be treated in isolation of the Urban Precinct. It remains concerning, especially where that land widens to the south, that this land may continue to act as a barrier to east west movement rather than be seen as an opportunity for urban integration.*
- l) This particularly relevant to the prospect for the North Fremantle Station to be relocated in a way that ensures it is encompassed by an urban station precinct. Likewise, the significant quantity of government land locked up in the triangle must be allowed to reach its full potential by being planned as part of an integrated urban precinct rather than being blighted as left-over unplanned land.*

Current Request from WAPC for City Comment (2026)

The City has received a letter, dated 6 July 2026, from DPLH inviting the City to provide a comment in relation to the matter of a concurrent amendment to the Local Planning Scheme. At some stage, the Local Planning Scheme will be required to amend zoning from 'Industrial' to 'Development Area'. The WAPC may consider the timing of this as part of its determination around lifting of the Urban Deferment.

For the City to provide a considered comment on this, the City must first be satisfied that the key planning matters that needed to be resolved – prior to lifting of the Urban Deferred status – have been adequately addressed.

At the time of writing this report, it was anticipated that further information may be provided by the state government on transport. Should this information be provided, it will be circulated for consideration and debate at Committee and/or Council.

FINANCIAL IMPLICATIONS

Nil



LEGAL IMPLICATIONS

Under section 126(3) of the *Planning and Development Act 2005*, the Western Australian Planning Commission (WAPC) has the ability to concurrently amend a local planning scheme where a regional scheme is being amended, in order to align the two schemes. If the WAPC does not rezone the City's Local Planning Scheme No. 4, a separate local planning scheme amendment would need to be carried out, or the amendment may be rolled into the City's new local planning scheme, which is currently being drafted.

STRATEGIC IMPLICATIONS

This item is in keeping with the City of Fremantle's Strategic Community Plan 2024 – 2034:

Liveable City - Connected city

- The matters contained in this report align to the intent of this theme's outcome.

Resilient City – A focus on planning for a stronger and more resilient future

- A contemporary planning framework considers the changing needs of our community amid challenging economic times while ensuring our built environment is resilient to changes in climate.

CONSULTATION

Consultation on the MRS rezoning from Industrial to Urban Deferred was carried out by the DPLH in 2023. The DPLH is not initiating any further formal public consultation and is only giving referral bodies, such as the City, an opportunity to comment on the matter of the local planning scheme rezoning.

OFFICER COMMENT

In principle, Officers consider 'Urban' zoning of the precinct as a logical step towards its future development - consistent with Council's position going back to 2022.

The MRS Amendment 1400/41 report that was considered by the WAPC in rezoning the site from Industrial to Urban Deferred, identifies the following matters which are to be addressed as part of a request for Lifting of the Urban Deferment:



1. Finalisation or substantial progression of the Future of Fremantle project.
2. Confirmation of regional road and transport requirements in the locality.
3. Confirmation of coastal foreshore reserve requirements.
4. Consideration of the Fremantle Port Buffer.

Again, this was broadly consistent with Council's position.

Following Government support to rezone the precinct from Industrial to Urban Deferred, progress on the four key planning matters are discussed below.

1. Future of Fremantle

Finalisation of the Future of Fremantle (FoF) study was achieved in November 2024 with the completion and release of the Future of Fremantle Place and Economic Vision report. The report is comprehensive in its framing of the future development and economic potential of the North Fremantle peninsula (as well as Victoria Quay and South Quay opposite), once these areas are vacated by the relocation of container operations.

The FoF report however is unclear regarding future and interim transport connections for the broader North Fremantle area, the most evident example being the intent of the connection between Curtin Ave and Stirling Highway (see Figure 1 below) and the lack of clarity regarding the status and nature of the Curtin Avenue extension.

In terms of the WAPC 'condition' that the FoF Study needed to be finalised, this has clearly been achieved, however, a critical aspect of the Study that was omitted was the integration of land-use and transport with the existing urban systems, functions and physical environment of North Fremantle.



Figure 2: Future of Fremantle Vision

2. Confirmation of regional road and transport requirements

For many years, Main Roads WA have been contemplating two options to cater for long-term traffic demands through the North Fremantle peninsula:

- A. Curtin Extension – Extending Curtin Ave south adjacent to the train line to connect to Tydeman Road.
- B. Curtin Link – Linking Curtin Avenue to Stirling Highway across the train line.

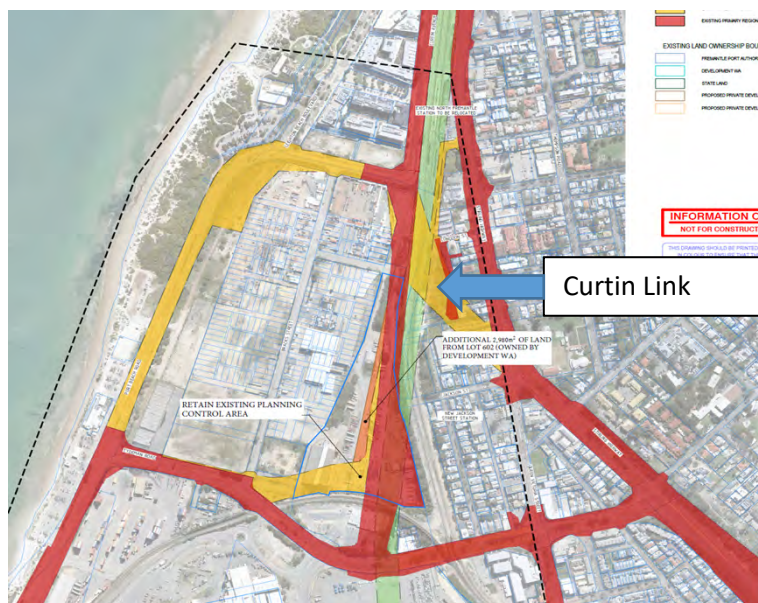


Figure 3: Land currently set aside for potential road network

In mid-2025, the State Government announced that it would undertake a North Fremantle Integrated Transport Design Study (MFITDS), which scope was:

“Understanding the land required for regional transport infrastructure in North Fremantle and at North Fremantle Train Station. Future planning stages will consider integration and accessibility of the Station and include community consultation.”

This work was coordinated between DTMI, the Public Transport Authority, Main Roads WA and DPLH. Meetings were also held between these agencies and representatives from the City of Fremantle and the landowners of the North Fremantle Urban Precinct. Focused mainly on future-proofing long-term north-south regional car use (as an alternative to the Freeway), this work has not produced a comprehensive study that explores various scenarios for transport and land-use planning on the North Fremantle peninsula.

It is understood that DTMI has recently provided DPLH with confirmation that it is satisfied – from a transport perspective – to lift the Urban Deferred, based on the retention of the Curtin Link option (re-routing Curtin Ave across the rail line, immediately south of Leighton, to combine with Stirling Highway before crossing the river on a widened Stirling Bridge, through to Leach Highway.)

The City holds fundamental opposition to this, based on the following:



- The Curtin Link 'option' was originally developed in 2004 in response to potential congestion (including port freight) on Tydeman Road. The brief for road network planning needs updating to a post-port scenario and testing of multiple options.
- It is focused around car-based thinking, not integrated transport.
- It prioritises long-term north-south regional vehicular traffic over all other planning, place and modal-shift considerations.
- The Future of Fremantle transport requirements are inadequately considered and are not modelled.
- Minimal to no analysis of existing place, heritage, community and walkability of North Fremantle as a potential transit orientated precinct.
- An absence of exploring alternative scenarios, based on contemporary city planning and 'Movement and Place' principles.
- If the Curtin Link goes ahead, DTMI has indicated that the Curtin Ave Extension would not be feasible – however a major road will also need to extend down the west side of the railway to service FoF. This 'sub-regional' road would then need to be designated along Port Beach Road, or realigned through the Urban Development area, e.g., Bracks Street.
- Both the FoF study and the City's view is that the coastal Reserve should be predominantly a 'green corridor', not a major road corridor.

The City is currently undertaking an integrated study on transport options as part of the *City Plan: North Fremantle* project. It is anticipated that this work will provide a solid foundation for further discussion with state government agencies (completion date: December 2026).

As a preview to some of the thinking behind the City Plan, the following diagram illustrates one of many scenarios that should be considered that looks at balancing regional traffic with local movements, higher densities (including FoF), whilst building on a place-based approach to enabling future development:



Figure 4: Extract from Draft City Plan: North Fremantle

Initial transportation work undertaken by City Officers point to the possibility that the Curtin Link could be implemented in the future if proven to be necessary for regional traffic, potentially as a tunnel. But this should be seen as a 'last resort' and only after all other development and transport options have been exhausted. It should not be the primary driver of all planning at this point.

Importantly, one of the key events that will enable other major infrastructure changes to occur (and limit options into the future) will be the replacement of the rail bridge over the Swan River and the existence of the freight rail link into the Port. The new alignment of rail; whether the station is relocated; and how this integrates with FoF planning, will be a major planning exercise that needs some consideration at this point in time.

'Short-Term' Planning Decisions

From a purely transport perspective, any decision to enable development to progress within the 'Urban Deferred' precinct should ensure there is no adverse impact on future transport options.

While the exact alignment of the Curtin Avenue Extension would need to be determined through future planning, the City considers an alignment similar to that shown below would satisfy the long-term transport requirements associated with major redevelopment in North Fremantle. As a minimum, the areas identified

should be retained as Urban Deferred to preserve future options for delivering the transport network required to support redevelopment of the area.

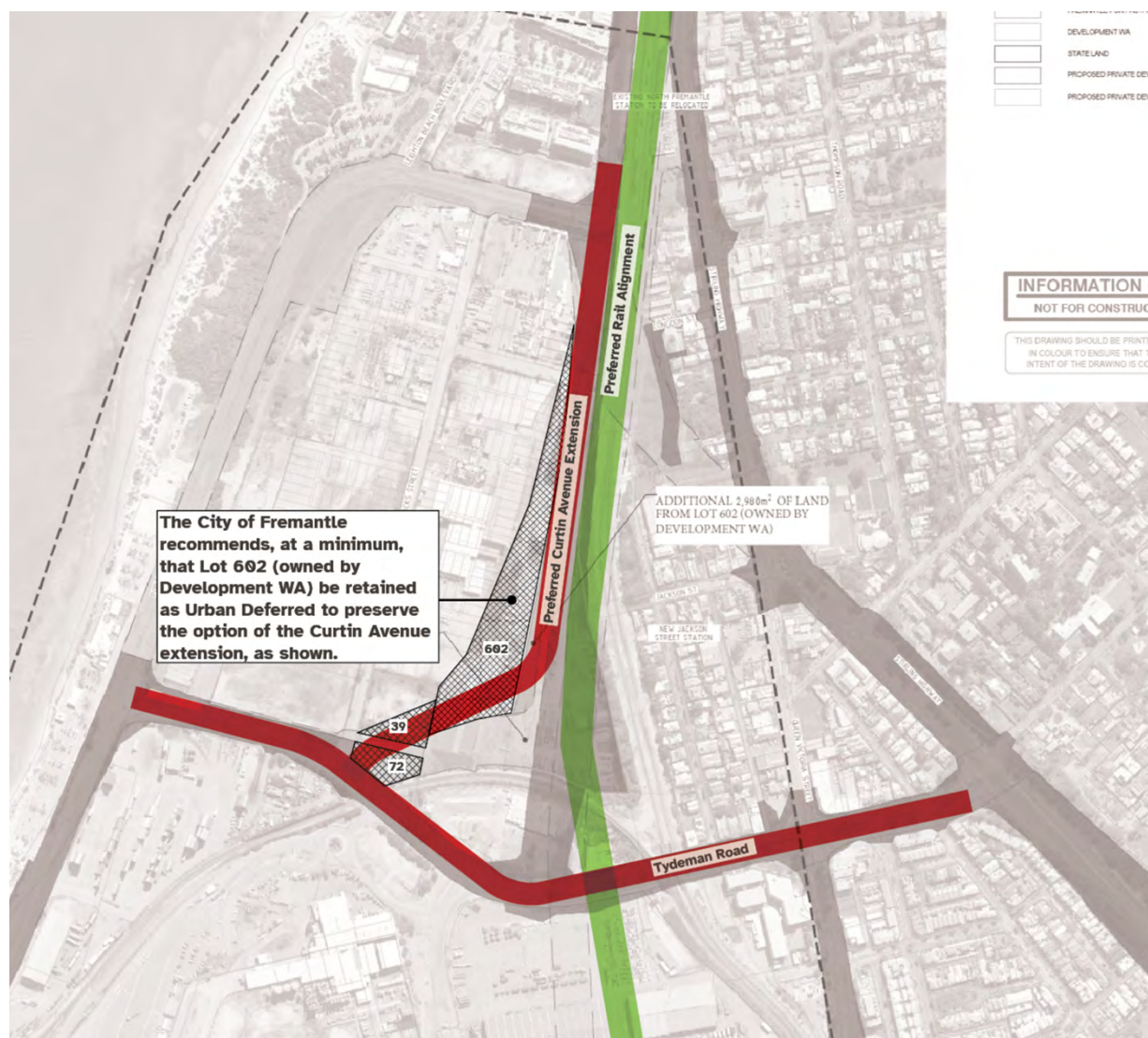


Figure 5: Land requirements for City's preferred road alignment

3. Coastal Foreshore Reserve Requirements

The City has not received any further research, data or planning analysis since providing comments to the WAPC, follow Council's Ordinary Meeting on 27 August 2025.

At that time, Council's comments were based on review of documents submitted by the applicant:



- Coastal Hazard Risk Management Adaption Plan (CHRMAP) which in summary concluded that:
 - The North Fremantle Urban Precinct avoids risks posed from coastal inundation and erosion hazards over the 100-year planning timeframe.
 - Adequate space is available within the foreshore reserve (currently zoned parks and recreation under MRS amendment 1400/41,) to support managed retreat of publicly managed assets.
 - Both points above are achieved assuming a managed retreat strategy, even if coastal protection is not implemented under the Future of Fremantle works.
- North Fremantle Parks and Recreation Reservation Study (the P&R Study). The P&R Study investigates the suitability of the extent, size and purpose of the parks and recreation reservation within its context utilising three approaches as part of its review:
 - Approach 1: Size and function of beach foreshores in WA.
 - Approach 2: POS needs analysis for the local catchment.
 - Approach 3: Future of Fremantle document and its relationship to the site.

The most pertinent part of the P&R study was the work outlined in Approach 1 which made direct comparison between the size of the current foreshore reserve and the extent of assets and amenities within other foreshore locations of regional significance including Cottesloe, Scarborough and Leighton Beach. While the comparisons were helpful to a point, they did not account for the area within the reserve that would be occupied by the alignment of Port Beach Road. There are also clear differences in character between the Port Beach foreshore and benchmarks such as Cottesloe and Scarborough that are not accounted for.

Government Funding for Coastal Planning Study

The City has recently been advised that it was successful in applying for grant assistance from the WAPC for the preparation of the City of Fremantle Coastal Hazard Risk Management and Adaptation Plan. This comprehensive piece of planning work will:

- Use up-to-date data on climate change and estimated sea level rise.
- Deliver updated coastal mapping information.
- Invite community input.
- Develop planning principles / framework to guide future development and management options of existing infrastructure and community facilities.



This work will cover all of Fremantle, and importantly, will provide critical information around coastal erosion and future planning for Port Beach. According to studies from Department of Transport (2019), Port Beach has been assessed as an area of high management importance and imminent erosion risk (0 to five years), leaving port and recreational assets vulnerable to erosion, and exposing the City to ongoing management costs if no appropriate protection measures are in place. Since the Department of Transport study, the City has experienced two significant storm events that have impacted Port Beach and surrounding infrastructure. Sand renourishment has taken place as well as construction of a sea wall, however these are short to medium term strategies that will require ongoing management and future planning measures.

Once completed, this study will provide a critical planning tool to assist decision-making around development and infrastructure that might be at risk of future ocean and/or river inundation.

Ideally, this piece of planning work would be completed before final decisions are made on coastal setbacks and Reserve widths at Port Beach.

4. Consideration of the Fremantle Port Buffer

The subject site is within the Fremantle Port Development Referral (buffer) areas 1 and 2 (refer to figure below). Being located in area 1 and 2 there is a requirement to control development in order to minimise the following potential impacts:

- a) Ingress of toxic gases in the event of an incident within the Port.
- b) Shattering or flying glass as a consequence of an explosion within the Port.
- c) Noise transmission emanating from the Port (attenuation in the order of 35dB(A) is required).
- d) Odour.

The applicant proposes to manage the above considerations through built form and land use controls as part of detailed structure planning for the Precinct, consistent with the requirements of LPP 2.3. The applicant intends to stage the Precinct's development considering the ongoing port operations. Future urban development within the Precinct can comply with the provisions outlined in LPP 2.3 while the Port operations remain. It is also intended that a Precinct Structure Plan will be adaptive and staged, providing the ability for development of the Precinct to adjust to a scenario where Port operations are relocated in the future.

Residential developments proposed in area 1 greater than 50 dwellings shall be supplemented with a formal risk assessment. The assessment shall clearly demonstrate that the risk impact from port operations to the occupants will be



maintained as low as reasonably practical. Additional design requirements for the building are also applicable for area 1 and 2.

With Fremantle Port functions moving over time, a reduction in the port buffer requirements would be reasonable to assume at some future date as it would otherwise limit full development potential of the site and could even result in a less desirable outcome if planning was based on the port buffers that would not be needed in the future. While this is not an issue for the proposed lifting request, it is an issue for the future development of the site and structure planning needs to ensure no significant land use conflict or hazard occurs or redundant controls do not hinder optimum development outcomes.

Conclusion, on Concurrent Rezoning of Local Planning Scheme No. 4

Prior to being considered by WAPC, the DPLH has invited the City to provide comment on rezoning the Local Planning Scheme No. 4 from 'Industrial' to 'Development Area' concurrently with the MRS amendment. The local scheme rezoning should mirror that of the MRS and therefore it generally makes sense to amend the City's Local Planning Scheme concurrently.

However, the City maintains a view that key analysis and planning work still needs to be completed – as per the four 'conditions' attached to the Deferred status by Government in August 2024 – before the Lifting can be initiated. Therefore, the City does not support amending the Local Planning Scheme at this point in time, as it is considered premature to do so. Once this key analysis and planning work is done, amending the City's local planning scheme to enable structure planning work to progress would be appropriate.

Although planning matters concerning Port Buffer Zone and the completion of the Future of Fremantle study are essentially dealt with, the two critical issues that require greater planning scrutiny and resolution are:

- Delivery of an Integrated Transport Plan for North Fremantle that balances regional and local movements, walkability, place and urban development.
- Requirements for Coastal Reserve, based on future needs, up-to-date climate science, and the now apparent need to retain (and increase) the sub-regional function of Port Beach Road.

VOTING AND OTHER REQUIREMENTS

Simple Majority Required



DECISION MAKING AUTHORITY

Council

COMMITTEE RECOMMENDATION

Moved: Cr Andrew Sullivan

Seconded: Cr Melanie Clark

Council:

1. Provides the following response and feedback to the Department of Planning, Lands and Heritage in response to its letter dated 6 July 2026, regarding a request for comment on MRS Amendment, Lifting of Urban Deferment Request - North Fremantle Urban Precinct:
 - a) The City of Fremantle believes it is premature to consider amending the Local Planning Scheme (whether concurrently or not) on account of insufficient planning work being finalised on two of the four critical issues identified by the Western Australian Planning Commission (WAPC) when the rezoning was passed by Parliament and signed into law on 15 August 2024:
 - confirmation of regional road and transport requirements in the locality
 - confirmation of coastal foreshore reserve requirements

Should all matters be resolved in a manner that is set out in this report, the City of Fremantle does not object to the concurrent rezoning of its Local Planning Scheme No. 4 to Development Zone.

 - b) Specifically, the City of Fremantle was anticipating a comprehensive transport study that explored multiple scenarios and options across all modes, integrated with land use planning. The City understands that the output of the recent transport work is a letter simply supporting the 'lifting' of Urban Deferred on condition that the Curtin Link option is supported.
 - c) Specifically, no additional coastal planning work has been undertaken or verified by the State Government, although the City gratefully acknowledges recent confirmation that the WAPC will contribute funding towards a Coastal Hazard Risk Management and Adaptation Plan that will greatly assist with future coastal planning in Fremantle.

2. Requests that a full copy of this report and resolution are made



available to the WAPC, prior to considering the lifting of Urban Deferred and/or timing around amending the Local Planning Scheme.

In accordance with clause 9.7 of the [Meeting Procedures Policy](#), Cr Andrew Sullivan moved the following amendment, as provided in the additional documents:

AMENDMENT

Moved: Cr Andrew Sullivan

Seconded: Cr Melanie Clark

To amend the Officer's Recommendation, to read as follows:

Council:

1. Provides the following response and feedback to the Department of Planning, Lands and Heritage in response to its letter dated 6 July 2026, regarding a request for comment on MRS Amendment, Lifting of Urban Deferment Request - North Fremantle Urban Precinct:
 - a) The City of Fremantle believes it is premature to consider *lifting the urban deferment and* amending the Local Planning Scheme (whether concurrently or not) on account of insufficient planning work being finalised on two of the four critical issues identified by the Western Australian Planning Commission (WAPC) when the rezoning was passed by Parliament and signed into law on 15 August 2024:
 - confirmation of regional road and transport requirements in the locality
 - confirmation of coastal foreshore reserve requirements
 - Should all matters be resolved in a manner that is set out in this report, the City of Fremantle does not object to the concurrent rezoning of its Local Planning Scheme No. 4 to Development Zone.
 - b) Specifically, the City of Fremantle was anticipating a comprehensive transport study that explored multiple scenarios and options across all modes, integrated with land use planning. *In anticipation, the City has commissioned its own integrated transport study to inform its input into the state-led study foreshadowed by the WAPC's previous decision and reinforced by key directions of the Future of Fremantle Vision. Respectfully, the City argues the lifting of the urban deferment must not proceed until an agreed transport plan is completed. The City also highlights the critical importance that prior to lifting the urban deferment there should be a binding commitment for the timely relocation of Port Beach Road sufficient to support the coastal retreat strategy and development of both the*



foreshore and the urban zone. The City understands that the output of the recent transport work is a letter ~~simply~~ supporting the 'lifting' of Urban Deferred on condition that the Curtin Link option is supported. *This is fundamentally unsatisfactory and wholly inconsistent with key directions endorsed in the Future of Fremantle Vision.*

- c) Specifically, no additional coastal planning work has been undertaken or verified by the State Government. *The additional information provided by the proponent does not adequately identify the extent of additional foreshore reserve required to accommodate recreation assets, public access and parking capable of supporting the Port Beach coastal node through to the end of the 100-year planning horizon. The City's own assessment is that the foreshore reserve established as part of Amendment 1400/41 barely accommodates coastal processes and environmental factors and that approximately 4.7 hectares of urban deferred land must be added to the Parks and Recreation reservation to accommodate the recreational assets and provide for beach access and parking.* ~~although the City gratefully acknowledges recent confirmation that the WAPC will contribute funding towards a Coastal Hazard Risk Management and Adaptation Plan that will greatly assist with future coastal planning in Fremantle.~~
- d) *The City acknowledges the endorsed Future of Fremantle Vision and notes that the high-level strategic visioning process did not provide a detailed assessment of the regional demand for coastal access sufficient to inform determination of the foreshore requirements at Port Beach. The City maintains its position that the best approach to implement the key direction for a "sustainable long-term 'protect' solution to coastal erosion at Port Beach" is through the agreed strategy of coastal retreat, including establishing and maintaining protective sand dunes on the coastal side of development. The City also confirms its expectation that the function of Port Beach as a regional coastal node will be maintained and enhanced as part of "an uninterrupted and generous coastal reserve connecting Leighton, Port and Sandtrax beaches to a new north facing beach destination" at Rous Head, and that it is unacceptable to starve the capacity to achieve that by failing to set aside sufficient foreshore reserve.*
- e) *The City notes in relation to the Fremantle Port Buffer that it will seek to liaise with Fremantle Ports to review the existing buffer zone provisions and develop new provisions for inclusion in LPS5 consistent with current and future port operations and to facilitate reasonable development opportunities in the new urban zone.*
- f) *Notes that the process to lift the urban deferment involves determination of a suitably sized coastal foreshore reserve which*



needs to be considered in a transparent manner that provides adequate opportunity for community engagement and input as required by the State Coastal Planning Policy SPP2.6, section 5.8(i). The City requests the WAPC provide adequate opportunity for the community to participate in this critical coastal planning matter by first publishing, and then seeking comment on, the relevant information submitted by the proponent, the DPLH Coastal Branch's assessments, and any other evidence the WAPC intends to rely on in determining the final extent of the foreshore reserve.

2. Requests that a full copy of this report and resolution are made available to the WAPC, prior to considering the lifting of Urban Deferred and/or timing around amending the Local Planning Scheme.

Amendment Carried: 8 / 0

For:

Mayor Ben Lawver, Cr Geoff Graham, Cr Andrew Sullivan,
Cr Jemima Williamson-Wong, Cr Frank Mofflin, Cr Pip Slaughter,
Cr Melanie Clark and Cr Ingrid van Dorssen

Against:

Nil

Reason for amendment:

1. (a) The process to lift the urban deferment is premature for the same reasons given for not amending the Local Planning Scheme at this stage. The proponent has not provided all relevant information that is required to determine the coastal foreshore reserve requirements. Specifically, they have not demonstrated how recreation assets, coastal access and parking, and maintaining a protecting dune system will still be provided for at the end of the planning horizon. Equally, an integrated transport plan has not been completed to inform how the proposed urban zone can be integrated into the locality and avoid being blighted by existing transport infrastructure.
- (b) The amendment adds important information regarding the progression of the City's transport study, the need for integrated planning in the area to be consistent with the key directions flowing from the Future of Fremantle vision, and the fundamental need for a clear commitment to relocate the function of Port Beach Road out of the foreshore area and across to an extension of Curtin Avenue through to Tydeman Road. As the relevant reports have not been completed and the critical matters remain unresolved, the amendment introduces language that underscores that the lifting of the urban deferment is premature.



- (c) The amendment further highlights the coastal foreshore reserve matters than remain unresolved and identifies that significant addition Parks & Recreation reservation will be required from the area of Urban Deferred zone prior to lifting the rest of the urban deferment. The amendment removes reference to the CHRMAP process as this is dealt with in another item before Council and is not specifically relevant to this item.
 - (d) The amendment provides important commentary regarding the Future of Fremantle Vision that counters opinions and interpretations offered by the proponent in their submissions to the WAPC. Importantly, the amendment highlights that the desire to 'protect' Port Beach should not be interpreted as a shift away from the agreed strategy of coastal retreat and/or the City's desire to use stable dune systems to protect the foreshore reserve and urban zone over the planning horizon. The amendment reiterates the position that Port Beach must continue to function as an important regional beach node separate to Leighton and any future node to the south as part of the Future of Fremantle Vision. The amendment concludes that additional land is required in the Parks & Recreation reservation.
 - (e) The amendment notes the City's intent to review and update the Port Buffer zones provisions in liaison with relevant stakeholders as part of the review of the local planning scheme.
2. The condition is added to highlight that matters relating to coastal foreshores should provide adequate opportunity for community engagement and input. This did not occur as part of MRS Amendment 1400/41 because the relevant evidence had not yet been submitted. The community have not been provided an opportunity to review the relevant documents lodge by the proponent in support of confirming the size of the coastal foreshore. Local community groups have asked to see those documents but the City has no authority to make them public. The amendment requests the WAPC grant that authority having due regard to the State Coastal Planning Policy.

COUNCIL DECISION ITEM PSC2608-12

(Committee recommendation, as amended)

Moved: Cr Andrew Sullivan

Seconded: Cr Melanie Clark

Council:

- 1. Provides the following response and feedback to the Department of Planning, Lands and Heritage in response to its letter dated 6 July 2026, regarding a request for comment on MRS Amendment, Lifting of Urban Deferment Request - North Fremantle Urban Precinct:
 - a) The City of Fremantle believes it is premature to consider *lifting the urban deferment and* amending the Local Planning Scheme (whether concurrently or not) on account of insufficient planning work being finalised on two of the four critical issues identified by



the Western Australian Planning Commission (WAPC) when the rezoning was passed by Parliament and signed into law on 15 August 2024:

- confirmation of regional road and transport requirements in the locality
- confirmation of coastal foreshore reserve requirements

Should all matters be resolved in a manner that is set out in this report, the City of Fremantle does not object to the concurrent rezoning of its Local Planning Scheme No. 4 to Development Zone.

- b) Specifically, the City of Fremantle was anticipating a comprehensive transport study that explored multiple scenarios and options across all modes, integrated with land use planning. *In anticipation, the City has commissioned its own integrated transport study to inform its input into the state-led study foreshadowed by the WAPC's previous decision and reinforced by key directions of the Future of Fremantle Vision. Respectfully, the City argues the lifting of the urban deferment must not proceed until an agreed transport plan is completed. The City also highlights the critical importance that prior to lifting the urban deferment there should be a binding commitment for the timely relocation of Port Beach Road sufficient to support the coastal retreat strategy and development of both the foreshore and the urban zone. The City understands that the output of the recent transport work is a letter supporting the 'lifting' of Urban Deferred on condition that the Curtin Link option is supported. This is fundamentally unsatisfactory and wholly inconsistent with key directions endorsed in the Future of Fremantle Vision.*
- c) Specifically, no additional coastal planning work has been undertaken or verified by the State Government. *The additional information provided by the proponent does not adequately identify the extent of additional foreshore reserve required to accommodate recreation assets, public access and parking capable of supporting the Port Beach coastal node through to the end of the 100-year planning horizon. The City's own assessment is that the foreshore reserve established as part of Amendment 1400/41 barely accommodates coastal processes and environmental factors and that approximately 4.7 hectares of urban deferred land must be added to the Parks and Recreation reservation to accommodate the recreational assets and provide for beach access and parking.*
- d) *The City acknowledges the endorsed Future of Fremantle Vision and notes that the high-level strategic visioning process did not provide a detailed assessment of the regional demand for coastal access sufficient to inform determination of the foreshore requirements at Port Beach. The City maintains its position that the best approach to*



implement the key direction for a “sustainable long-term ‘protect’ solution to coastal erosion at Port Beach” is through the agreed strategy of coastal retreat, including establishing and maintaining protective sand dunes on the coastal side of development. The City also confirms its expectation that the function of Port Beach as a regional coastal node will be maintained and enhanced as part of “an uninterrupted and generous coastal reserve connecting Leighton, Port and Sandtrax beaches to a new north facing beach destination” at Rous Head, and that it is unacceptable to starve the capacity to achieve that by failing to set aside sufficient foreshore reserve.

- e) The City notes in relation to the Fremantle Port Buffer that it will seek to liaise with Fremantle Ports to review the existing buffer zone provisions and develop new provisions for inclusion in LPS5 consistent with current and future port operations and to facilitate reasonable development opportunities in the new urban zone.*
- f) Notes that the process to lift the urban deferment involves determination of a suitably sized coastal foreshore reserve which needs to be considered in a transparent manner that provides adequate opportunity for community engagement and input as required by the State Coastal Planning Policy SPP2.6, section 5.8(i). The City requests the WAPC provide adequate opportunity for the community to participate in this critical coastal planning matter by first publishing, and then seeking comment on, the relevant information submitted by the proponent, the DPLH Coastal Branch’s assessments, and any other evidence the WAPC intends to rely on in determining the final extent of the foreshore reserve.*

2. Requests that a full copy of this report and resolution are made available to the WAPC, prior to considering the lifting of Urban Deferred and/or timing around amending the Local Planning Scheme.

Carried: 8/0

For:

Mayor Ben Lawver, Cr Geoff Graham, Cr Andrew Sullivan,
Cr Jemima Williamson-Wong, Cr Frank Mofflin, Cr Pip Slaughter,
Cr Melanie Clark and Cr Ingrid van Dorssen

Against:

Nil



SGSC2608-6 2026-30 CORPORATE PLAN AND 2025-2026 PROGRESS REPORT

Meeting date: Wednesday 12 August 2026
Responsible officer: Manager Governance
Voting requirements: Absolute Majority Required
Decision making authority: Council
Attachments: 1. FINAL Corporate Plan 2026-30
2. Corporate Report 1 July 2025 to 30 June 2026

SUMMARY

The purpose of this report is to present for Council's consideration, both:

1. Receive the Corporate Plan Progress report for the period 1 July 2025 to 30 June 2026; and
2. Adoption of the proposed Corporate Plan 2026-2030.

The Corporate Plan Progress report for 2025-2026 (Attachment 1) provides a summary of progress for the services, activities and projects adopted in the Corporate Plan 2025-2029 and demonstrates implementation of the Strategic Community Plan 2024-34.

The Corporate 2026-2030 (Attachment 2) aligns with the adopted Strategic Community Plan 2024-2034 and builds on the Corporate Plan 2025-2029, incorporating updated priorities, actions and deliverables for the coming four years.

BACKGROUND

All local governments are required to develop a Strategic Community Plan and a Corporate Business Plan in accordance with the Integrated Planning and Reporting (IPR) Framework and the Local Government (Administration) Regulations 1996.

The Strategic Community Plan provides the City's long-term vision and guides corporate, business, and financial planning. The Strategic Community Plan 2024-2034, which was adopted on 24 May 2024 after extensive consultation, outlines the communities aspirations, outcomes and objectives for ten years.

The Corporate Plan translates these community aspirations into organisational priorities, services, projects and initiatives to be delivered over a rolling four-year period. The Corporate Plan 2025-2029 was adopted to establish how the City



would deliver on the outcomes identified in the Strategic Community Plan 2024-34.

To maintain a clear alignment between the Strategic Community Plan and the City's operational commitments, a renewed Corporate Plan 2026-30 has been prepared. The updated plan builds on the Corporate Plan 2025-29 and reflects revised priorities, actions and deliverables that will guide the organisational's activities over the next four years.

The Corporate Plan is reviewed annually through the corporate planning and budget process to maintain a four-year outlook and ensure the City has the capacity and resources to deliver on the community's aspirations. Progress against the Corporate Plan is subject to ongoing internal monitoring and regular reporting to Council.

FINANCIAL IMPLICATIONS

The Corporate Plan has been developed in line with resource capacity, long term financial plan and annual budget considerations. Any costs associated with the development or modification of the Corporate Plan will be considered through the annual budget process and incorporated into the long term financial plan.

LEGAL IMPLICATIONS

In accordance with section 5.56 of the *Local Government Act 1995*, section 19DA of the *Local Government (Administration) Regulations 1996* and the IPR Framework and Guidelines, local governments develop a Strategic Community Plan and a Corporate Plan.

The Corporate Plan is to cover a period of at least four financial years and sets out the local governments priorities for dealing with the outcomes and objectives of the Strategy Community Plan 2024-2034.

Adoption and/or modification of the Corporate Plan is required by absolute majority under *Local Government (Administration) Regulations 1996* sections 19C (7) and 19DA (6) respectively.

STRATEGIC IMPLICATIONS

This item is in keeping with the City of Fremantle's Strategic Community Plan 2024–2034:



Corporate - Lead and empower the organisation to deliver the vision of 'strong reputation, stronger future'

- The matters contained in this report align to the intent of this theme's outcome.

CONSULTATION

Consultation with internal stakeholders was undertaken to maintain alignment of services and projects to the themes in the Strategic Community Plan 2024–2034. Specific attention was given to the outcomes of the Strategic Community Plan to ensure services and projects continue to deliver on the communities desired outcomes.

OFFICER COMMENT

The Corporate Plan Progress Report provides a summary of progress for the services, initiatives and projects programmed in 2025-26 as at 30 June 2026. The report demonstrates the City's progress in delivering on the commitments outlined in the Corporate Plan 2025-29 and contributing to the aspirations outcomes of the Strategic Community Plan 2024-34. Officers continue to actively manage and monitor progress through regular reporting.

The City of Fremantle is one of 137 local government authorities established under the *Local Government Act 1995* and delivers a broad range of services, facilities and regulatory functions. The City recognises that its performance has a significant influence on the liveability, productivity, wellbeing, connection and identity of the Fremantle community.

Council's Integrated Planning and Reporting Framework (figure 1) is a legislative requirement that ensures that planning and decision making are informed by both community aspirations and evidence based data. Aligned to the City's vision and long-term strategic direction, the framework guides the organisation in the delivery of services, development of organisational capability, allocation of resources and monitoring of performance.

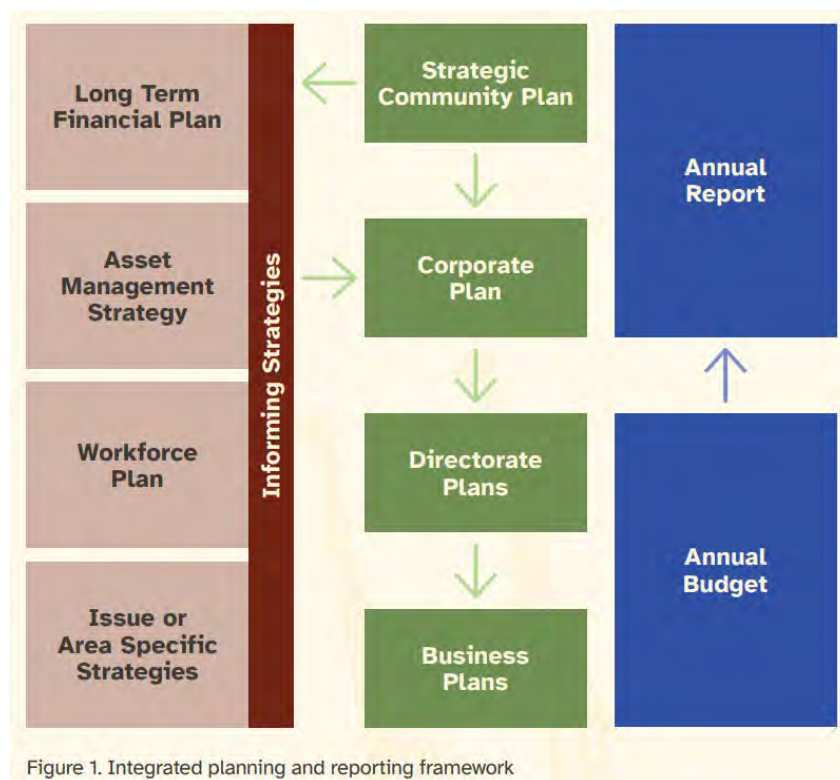


Figure 1. Integrated planning and reporting framework

The Corporate Plan forms a key component of the Integrated Planning and Reporting Framework by outlining how the community's aspirations, as expressed through the Strategic Community Plan 2024-34, will be achieved over a rolling four-year period. Services, projects and initiatives identified within the Corporate Plan are aligned through integrated planning processes and resourced through the Annual Budget, while Directorate and Business Plans drive the operational activities required to deliver community outcomes.

The Corporate Plan 2026–30 has been developed following consideration of the progress achieved through the Corporate Plan 2025-29 and demonstrates ongoing commitment to delivering the aspirational outcomes of the Strategic Community Plan 2024–34. The plan outlines the services, projects and initiatives to be delivered over the next four years, with activities aligned to each Strategic Community Plan theme and supported by the organisational vision and values. Through this approach, the City remains focussed on developing a strong reputation and a stronger future, with the community.

The Corporate Plan is supported by a suite of informing strategies that guide organisational resourcing, financial sustainability, asset management, workforce capability and advocacy priorities. These strategies ensure that services and projects are delivered efficiently and effectively while maintaining a long-term focus on achieving the community's desired outcomes of liveable, thriving, creative, inclusive and resilient city.



The proposed Corporate Plan 2026–30 maintains a rolling four-year outlook and will continue to be reviewed annually through the corporate planning and budget process to ensure alignment with the Strategic Community Plan 2024-34 and the City's long term financial planning. Progress against the Corporate Plan will continue to be monitored through regular internal reporting, reported to Council every six months and supported by annual reporting on key achievements and financial performance through the Annual Report.

VOTING AND OTHER REQUIREMENTS

Absolute Majority Required

DECISION MAKING AUTHORITY

Council.

COUNCIL DECISION ITEM SGSC2608-6 (Committee recommendation)

Moved: Cr Pip Slaughter

Seconded: Cr Melanie Clark

Council:

1. Receive the City of Fremantle Corporate Plan Report – 1 July to 30 June 2026, as provided in Attachment 1.
2. Adopt the Corporate Plan 2026-2030, as provided in Attachment 2.

Carried: 8 / 0

For:

Mayor Ben Lawver, Cr Geoff Graham, Cr Andrew Sullivan,
Cr Jemima Williamson-Wong, Cr Frank Mofflin, Cr Pip Slaughter,
Cr Melanie Clark and Cr Ingrid van Dorssen

Against:

Nil



SGSC2608-7 ADOPTION OF THE LONG-TERM FINANCIAL PLAN 2026-2036

Meeting date: Wednesday 12 August 2026
Responsible officer: Director City Business
Voting requirements: Absolute Majority Required
Decision making authority: Council
Attachments: 1. Long Term Financial Plan 2026-36

SUMMARY

The purpose of this report is to present the draft Long Term Financial Plan (LTFP) 2026-2036 to Council for consideration.

The report recommends that Council adopts the LTFP 2026-2036 (attached) noting that the document is updated and re-presented to Council for consideration annually following the adoption of the draft annual budget for each respective year.

BACKGROUND

The City's current LTFP was adopted in 2025 with the intent that it is updated and re-adopted annually to ensure it adequately reflects economic changes occurring throughout the year. The current plan covers the period from 2025 – 2035, with the proposed updated plan now incorporating initial estimated financial projections for 2036.

The updated LTFP is now presented to Council for consideration following the recent adoption of the 2026/27 Annual Budget.

FINANCIAL IMPLICATIONS

The LTFP presented for adoption provides a framework for future budget setting and will form the basis of the annual budget process. While the LTFP presents budget figures and project allocations for future years, the document remains subject to review each year to consider current circumstances and changes to future financial or community driven requirements.

This document and the content within it is indicative in nature and is used for longer term planning as part of the annual budget process. The annual statutory budget and annual financial statements remain as the documents that should be referred to for an accurate reflection of budget and actual expenditure for that respective financial year.



This plan presents a 10-year estimated outlook on future financial capacity for the City and should be considered in conjunction with the corporate business plan and any capital project/operational information that corresponds with the annual budget each year.

LEGAL IMPLICATIONS

Section 5.56 of the Local Government Act 1995 requires Local Governments to prepare a plan for the future of the district. The Community Strategic Plan is the minimum requirement for meeting this obligation however the development of a Long-Term Financial Plan (10 Years) supports the delivery of the Community Strategic Plan and represents best practice as outlined in the Department of Local Government Sport and Cultural Industries (DLGSC) Integrated Planning and Reporting Framework.

STRATEGIC IMPLICATIONS

This item is in keeping with the City of Fremantle's Strategic Community Plan 2024 – 2034:

Corporate - Lead and empower the organisation to deliver the vision of 'strong reputation, stronger future'

- The matters contained in this report align to the intent of this theme's outcome.

CONSULTATION

A review of all base operating, capital and operating projects for years 1-4 is undertaken by Elected Members and Management through a series of long-term financial planning and budget workshops between February and June of each year.

OFFICER COMMENT

The draft Long Term Financial Plan is a way of communicating the City's 10-year outlook on future financial planning and should be read in conjunction with information provided as part of the annual budget each year.

This document provides a financial roadmap for the City over the next 10 years and maps out the key financial strategies and principles the City has adopted in managing its finances over the longer term. The draft LTFP has been developed in line with the City's financial priorities and the objectives of the City's Community Strategic Plan 2024-34.



While it is intended that the City's LTFP remains dynamic and is updated annually as part of the City's annual budget process, an overarching objective is to consistently maintain an accurate and balanced financial position for at least the first four years of a rolling 10-year outlook. This enables current and prospective projects to be considered within a clear set of financial targets and operational capacity, up to four years ahead of the current budget year.

Years 5-10 of the plan will then afford some level of adaptability noting that community needs and economic conditions can evolve over those longer periods of time.

Economic Context

While the second half of 2025 began to indicate a path to more stable economic conditions, geopolitical tensions and the escalation of conflict in the Middle East saw volatility return in early 2026.

The current situation has been broadly flagged as being likely to impact the WA State economy and the local government sector throughout 2026-27, which is reflected in State budget forecasts and the WALGA Local Government Cost index.

The State budget flags the re-emergence of inflationary pressures both nationally and internationally, due to higher prices for oil and refined products attributed to the Middle East conflict, which is expected to flow through to local inflation over the near-term.

WALGA's Local Government Cost Index (LGCI) is based on statewide cost data collected from across WA Local Governments. WALGA's economic briefing for the June quarter of 2026 identified the following key observations in relation to the LGCI.

- The LGCI was forecast to increase by 3.5% across the 2025-26 financial year, reflecting an increase in costs during the financial year. The forecast for 2025-26 was revised upward from the 3.1% annual forecast in the March quarter of 2026 that was referred to in the previous budget adoption report.
- The upward revision was driven by increases in building costs on the back of the conflict in the Middle East, which has seen fuel prices spike and add to the cost of many key construction inputs such as bitumen.
- The increase also reflects higher employee costs, which have been revised upwards from 4% in March 2026 to 4.25% in June.



- These strong increases have offset a slight downward revision to materials and contracts costs from a forecast 2.8% to a forecast 2.3%. This was due to professional services (research, administrative, legal, accounting) not growing as strongly as expected.
- The sharp increase in fuel prices has meant that construction costs are adding pressure to the index, with road and bridge construction up from 2.2% in 2024-25 to 4.5% in 2025-26 and non-road infrastructure up from 3.3% in 2024-25 to 4% in 2025-26.
- The 2025-26 LGCI is forecast at 3.5% before decreasing to 3.3% annual growth across 2026-27 to 2027-28. This has been revised upward from the previous forecast in March of 3.1% in 2025-26 and 2026-27 and 3.0% in 2027-28, reflecting the stickiness of inflation as a result of upward revisions to the construction costs. This remains above the Reserve Bank of Australia's target for CPI of 2-3% and is only forecast to reach 3% in 2028-29.
- Local Government budgets and capital projects are likely to remain under pressure due to elevated construction costs, especially through impacts to budgets through infrastructure and wages.
- There continues to be a risk of upward revision to the LGCI due to second and third order impacts of fuel volatility.
- WALGA advises that given current conditions, Local Governments should adopt flexible budgeting strategies, incorporate contingencies, and use adaptive procurement approaches to manage volatility.

Further economic analysis has been provided in the agenda report relating to the [adoption of the 2026-27 annual budget](#). However it should be noted that the WALGA June Quarter Economic Briefing (as per observations above) was not available at time of budget adoption, and numbers may vary across reports due to the increase in the LGCI since March.

Financial Priorities

Following the adoption of the City's Long Term Financial Plan (LTFP) in 2025, focus has been on continuing to grow investment into the renewal of existing assets, growing financial reserves, diversifying discretionary revenue sources and planning/budgeting for capital programs that are in line with the City's capacity to deliver.

Notwithstanding this, current economic volatility has required the City to plan for scenarios outside of some of those existing focus areas resulting in the reprioritisation of some short-medium term initiatives. This has included refining the City's capital program as well as reprofiling contributions to the City's reserves to mitigate any potential exposure to ongoing economic volatility.



Cumulative revenue in LTFP outyears has also been modestly impacted following the 2026/27 annual budget limiting the rate increase to be within relative proximity to CPI (in acknowledgment of cost-of-living pressures currently being faced by the community).

While responding to current economic indicators is important to mitigating the City's financial risk in the short-medium term, the City remains focused on achieving the longer-term objectives articulated in the Long-Term Financial Plan.

In line with the City's vision Strong Reputation. Stronger Future - Four key intersecting priorities are identified in the LTFP to aid the City in maintaining a strong financial future. These include:

Manage our capacity to deliver

Due to recent economic challenges and subsequent impacts to the Australian Economy the City has faced challenges with resourcing, increasing cost of delivery and cost of construction. While inflation appears to have peaked, it may still take some time for lagging inflationary pressures to pass. We must therefore focus on managing our capacity to deliver, through aligning strategic workforce planning and the delivery of operations and projects.

Prioritise renewal of our existing assets

As part of providing facilities and services to the community, the City manages well over \$700 million worth of assets. With such a large asset base the City must maintain a focus on increasing its investment into the renewal of its assets, so that they remain functional and accessible by the community and its future generations.

Plan for the future

The City has now completed the delivery of community infrastructure that has driven a once in a generation renewal of Fremantle's City Centre. Notwithstanding the significant benefits that have been achieved as a result, the City must now continue to focus on planning for future investment into the community by growing the City Centre's residential population and investing in the outer suburbs. To do this we must continue to grow the balance of financial reserves to fund the delivery of future capital investment into the suburbs, and delivery of capital projects that support and attract major residential development into the City Centre.

Grow our funding streams

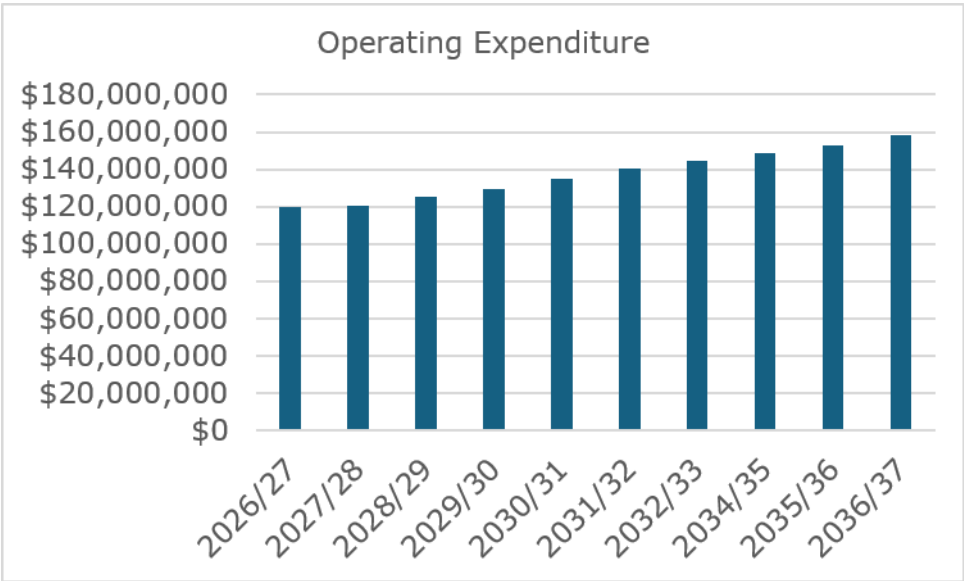
As the City seeks to grow expenditure on the renewal of its assets, improve the operational capacity required to achieve this, and grow its reserves, it must do so via managing existing costs and generating revenue through multiple funding channels rather than relying solely on the City's rate base. To do so we must seek to grow discretionary revenue and funding sources while also more effectively



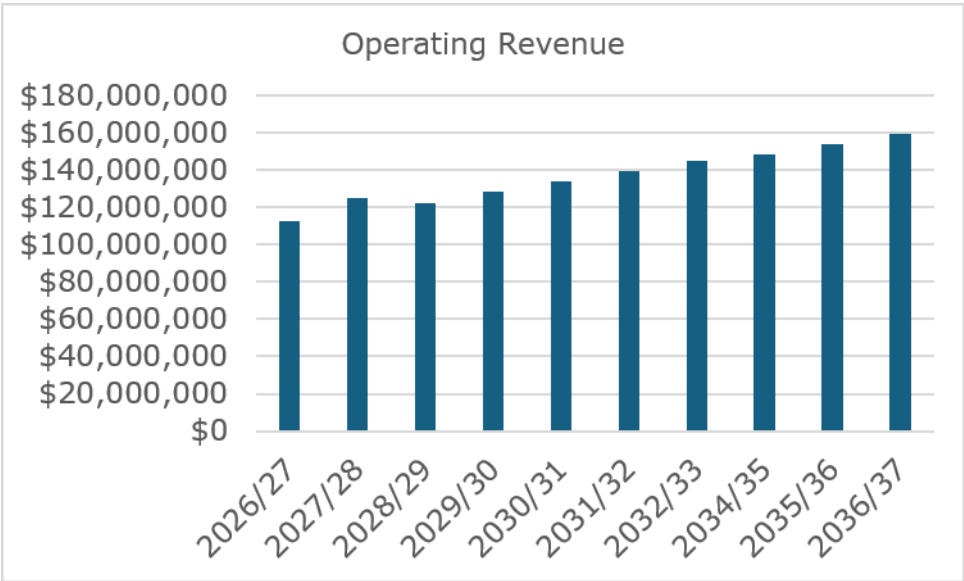
prioritising existing operational expenditure in line with the City's strategic objectives and capacity to deliver.

Forward Trends – Operating and Capital

The current 10-year outlook presents an increasing investment into service delivery across operating areas.



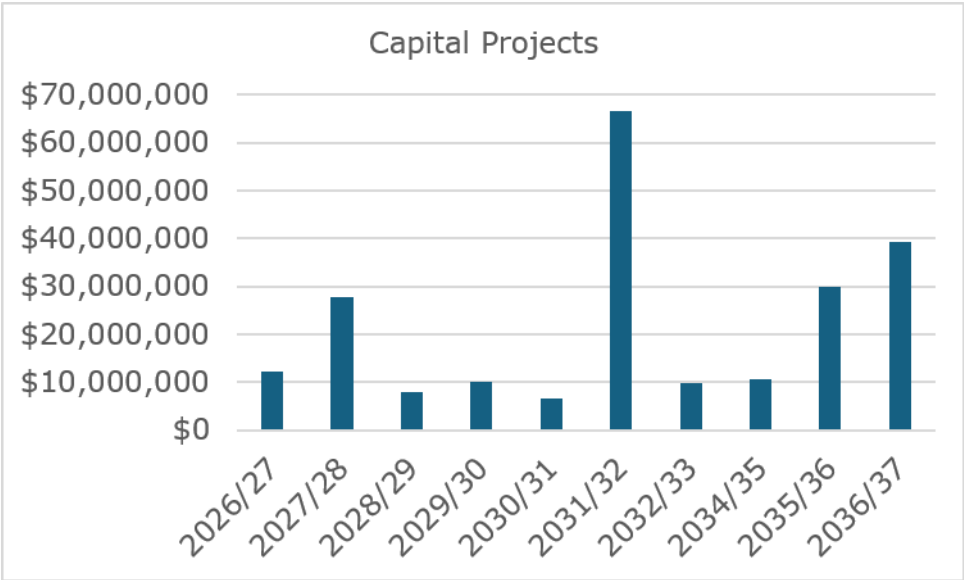
To support the increase in operating activity the plan also identifies a steady increase in operating revenue to support this growth.



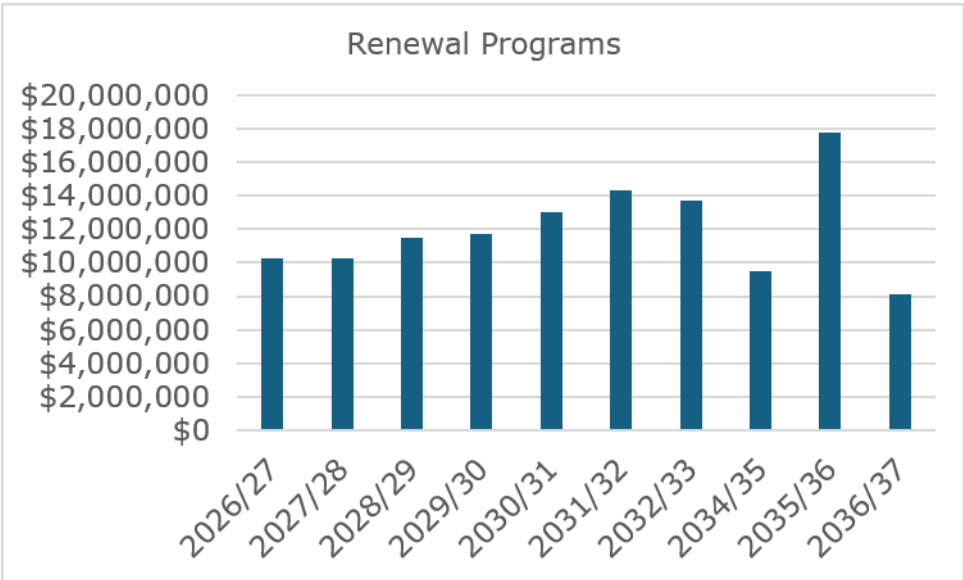
Trends in capital expenditure demonstrate a focus on the delivery of existing projects that are currently planned for years 1-4, with a return to more modest



investment in new projects beyond year 4 to support the ongoing objective of increasing investment into renewal programs.



As a result a strong increase in renewal program expenditure is achieved year on year through to year 6 of the plan, with an easing in this increase in later years to allow for more capital projects to come online from year 7 as the community grows and evolves over the next 10 years.



The LTFP also indicates a consistent year on year reduction in operating deficit, noting that the operating deficit is primarily attributable to depreciation expense which is a non-cash book item with nominal impact on the City’s cash position.



Capital Projects

The City delivers a significant program of capital works annually comprising of project delivery and an ongoing program of upgrades and renewal for our existing assets.

A list of major capital projects and programs currently planned for the next 10 years have been provided in the attached plan, as well as profiles on significant multi-year capital projects and programs being delivered across the community.

It should be noted that timing and costs associated with projects listed in plan are estimates only and may be subject to change pending changes in community need or economic conditions.

A number of multi-year master-planned projects have been scheduled over the next 10-year period in line with community need and asset management requirements. These projects (as profiled in the attached plan) are in varying stages of scoping and development however the plan provides an estimated time of delivery for each project along with the financial allocation currently included in the Long-Term Financial Plan. Key highlights are included in the table below:

Overview (millions)	26-27	27-28	28-29	29-30	30-31	31-32	32-33	33-34	34-35	35-36
Boo. Park Masterplan				\$0.64		\$1.45	\$0.55	\$0.4		
Hilton Park Masterplan	\$4.76	\$3.0					\$3.0	\$7.0	\$5.5	\$6.7
Samson Park Masterplan	\$1.55	\$2.34								
Walyalup Koort Masterplan		\$2.27	\$0.5	\$0.5	\$0.15	\$2.0	\$0.05	\$1.25	\$1.25	\$5.0
Fremantle Town Hall		\$0.5	\$1.5		\$1.4	\$2.4				
North Fremantle Foreshore		\$1.15	\$0.35	\$0.6						
Road Safety Projects		\$0.52	\$0.85	\$0.015	\$0.015	\$0.015	\$0.56	\$0.51	\$0.51	\$0.5
Cantonment Hill Masterplan				\$1.5						
South Beach Masterplan	\$0.25	\$1.9								
Cantonment Street Urban Realm			\$1.5	\$1.5						

More broadly the City continually plans for and delivers a range of new capital initiatives and projects that aid in providing new facilities for the community as well as improving public amenity, open spaces and supporting infrastructure. These projects are delivered in addition to the ongoing capital renewal program, and are typically driven by community need, growth and demand.

The LFTP also includes a full 10-year list of projects (inclusive of the previously mentioned highlights) that have been developed based upon our core financial



priorities. This includes appropriately managing our capacity to deliver and continuing to focus on the delivery of future capital investment into the suburbs, and delivery of projects that support and attract major residential development into the City Centre.

The project list provided in the LTFP may be subject to change pending shifting community need over the longer term, however, it provides the City's best estimate on the prioritisation and estimated cost of future projects that are currently in the pipeline.

Capital Programs

In addition to capital projects, the City's capital renewal program relates to the ongoing management and replacement of Council infrastructure and is predominantly focused on maintaining, upgrading, or replacing assets like roads, buildings, and recreational facilities to ensure they remain accessible and functional for use by the community.

The City manages well over \$700 million worth of assets, and as previously mentioned a key focus area for the City's long term financial plan is to increase its investment into the renewal of its assets, so that they remain functional and accessible by the community and its future generations.

The LTFP outlines the City's planned investment into its ongoing renewal programs across the next decade, and indicates growing investment into critical program areas such as:

- Building Maintenance and Renewal
- Drainage
- Footpaths
- Parks & reserves
- Plant, Equipment and Vehicles, Road safety and maintenance
- Street Lighting

As part of strategic asset management activities, the City has been undertaking detailed lifecycle analysis in line with ISO 55001 to ensure we continue to minimise gaps between recommended asset performance levels and the budget made available for asset maintenance and renewal.

Based on the funding being made available across the 10 years of the LTFP, the proposed budget allocations are sitting at approximately 94% of the cost to undertake the recommended lifecycle activities required to meet current service expectations and mitigate operational and strategic risk. This is seen as a solid foundation and target for the forthcoming 10 years, as the City continues to work



towards one of the key strategic objectives within the LTFP being the prioritisation of renewal of existing assets.

Future Transformational Projects

While these projects are currently still in conception phase and are yet to be fully scoped, the City is currently undertaking feasibility and business case work on three significant projects.

These projects are currently reflected within the Long-Term Financial Plan however following the completion of business cases and feasibility studies, the costings and timings may be subject to change and will require further consideration by Council before they progress.

The LTFP document includes estimated timings and contributions associated with the redevelopment of Fremantle Oval, the City of Fremantle Depot, the Fremantle Leisure Centre, and the delivery of additional parking supply within the CBD. The information presented in the document provides the community with an insight into future years of the plan should feasibility and business cases identify the projects as opportunities that should be pursued.

The 2026 document also reflects any changes to assumptions relating to these projects occurring over the past 12 months.

VOTING AND OTHER REQUIREMENTS

Absolute Majority Required

DECISION MAKING AUTHORITY

Council

COMMITTEE RECOMMENDATION

Moved: Cr Melanie Clark

Seconded: Cr Geoff Graham

Council adopt the City of Fremantle Long Term Financial Plan 2026 – 2036, as provided in attachment 1.

In accordance with clause 9.7 of the [Meeting Procedures Policy](#), Cr Melanie Clark moved the following amendment, as provided in the additional documents:



AMENDMENT

Moved: Cr Melanie Clark

Seconded: Cr Ingrid van Dorssen

To amend the Officer's Recommendation, to read as follows:

Council:

1. ~~Council~~ *a* Adopt the City of Fremantle Long Term Financial Plan 2026 – 2036, as provided in attachment 1.
2. *Note that the priority and timing of allocations associated with Booyeembara Park projects may be subject to change pending updates to the Booyeembara Park Masterplan.*

Amendment Carried: 8 / 0

For:

Mayor Ben Lawver, Cr Geoff Graham, Cr Andrew Sullivan,
Cr Jemima Williamson-Wong, Cr Frank Mofflin, Cr Pip Slaughter,
Cr Melanie Clark and Cr Ingrid van Dorssen

Against:

Nil

Reason for amendment:

Various community members involved in the park's direction and creation over many years were happy with recent engagement processes and discussions however the changes in timing of funds being provided and to which projects, need to be further discussed with the community.

COUNCIL DECISION ITEM SGSC2608-7

(Committee recommendation, as amended)

Moved: Cr Melanie Clark

Seconded: Cr Geoff Graham

Council:

1. Adopt the City of Fremantle Long Term Financial Plan 2026 – 2036, as provided in attachment 1.
2. *Note that the priority and timing of allocations associated with Booyeembara Park projects may be subject to change pending updates to the Booyeembara Park Masterplan.*

Carried: 8 / 0

For:

Mayor Ben Lawver, Cr Geoff Graham, Cr Andrew Sullivan,



Cr Jemima Williamson-Wong, Cr Frank Mofflin, Cr Pip Slaughter,
Cr Melanie Clark and Cr Ingrid van Dorssen

Against:

Nil



SGSC2608-8 SHORT TERM ACTIVATION OF CITY PROPERTIES - RESPONSE TO NOTICE OF MOTION

Meeting date: Wednesday 12 August 2026
Responsible officer: Director City Business
Voting requirements: Simple Majority Required
Decision making authority: Council
Attachments: 1. Commercial Plan 2025 - 2030 Proposed
Changes NOM

SUMMARY

The purpose of this report is to provide a recommendation in response to the Notice of Motion regarding short term activation of city owned properties received from Cr. Williamson-Wong and resolved by Council on 24 June 2026 (C2606-18).

This report recommends that Council adopt the updated Commercial Plan 2025-2030 in line with the request received via the notice of motion.

BACKGROUND

A notice of motion was received from Cr. Williamson Wong at the Ordinary Meeting of Council on 24 June 2026 [\(Item C2606-18\)](#).

The notice of motion requested a new action be incorporated into the City's existing commercial plan to allow for short-term activation while an Expression of Interest (EOI) process is being undertaken, or where an EOI process does not find a suitable tenant within three months. This was to ensure that City assets remain productive and contribute to a creative, diverse, economically sustainable and vibrant Fremantle.

While this practice already occurs, officers were supportive of the proposed changes to the commercial plan to formalise this existing practice and have now brought the proposed change back to Council for adoption.

FINANCIAL IMPLICATIONS

Nil.

LEGAL IMPLICATIONS

The City is required to dispose of (lease) property in line with the requirements of section 3.58 of the Local Government Act 1995, as well as its leasing in a competitive manner Council policy.



STRATEGIC IMPLICATIONS

This item is in keeping with the City of Fremantle's Strategic Community Plan 2024 – 2034:

Thriving City - Vibrant and active city centre

- Key city centre places are activated by a diverse program of both programmed and community-driven events and activities.

CONSULTATION

Nil.

OFFICER COMMENT

The Council adopted Commercial Plan outlines key initiatives and action areas to be delivered across the City's commercial parking, commercial property, and other key revenue generating assets, with the intent that opportunities to grow and diversify revenue streams are identified and implemented.

The plan acknowledges that Councils must manage property assets in a way that balances financial performance with community value, planning goals, management orders and broader public benefit – and includes the following consideration:

- Some properties may serve important cultural or civic roles, or add significant value to tenancy mix despite delivering sub-commercial returns.
- Strategic land may yield modest financial returns but enable activation, employment, or affordable space for creative industries.
- Asset decisions must therefore consider the broader economic, environmental, and social impacts beyond immediate financial returns.

For these reasons, the City has done and will continue to make vacant spaces available for temporary activations, as and when those opportunities are presented to the city, or officers proactively identify them.

The City currently only has vacancy in one building within its commercial portfolio (Evan Davies Building). The larger vacancy (7-9 South Terrace) has recently been licensed to a pop-up retailer for the purpose of short-term activation. This space has also been made available for other pop-ups in the past via nonprofit agencies like Spacemarket. The much smaller vacant space adjacent to this (formerly Ben & Jerrys) has also been leased and is currently going through relevant approval processes.



Proposed changes to the commercial plan in response to the notice of motion have been provided in attachment 1. Officers are presenting the proposed change to Council for adoption.

VOTING AND OTHER REQUIREMENTS

Simple Majority Required

DECISION MAKING AUTHORITY

Council

COUNCIL DECISION ITEM SGSC2608-8 (Committee recommendation)

Moved: Cr Jemima Williamson-Wong Seconded: Cr Pip Slaughter

Council adopt changes to the Commercial Plan provided in attachment 1.

Carried: 8 / 0

For:

Mayor Ben Lawver, Cr Geoff Graham, Cr Andrew Sullivan,
Cr Jemima Williamson-Wong, Cr Frank Mofflin, Cr Pip Slaughter,
Cr Melanie Clark and Cr Ingrid van Dorssen

Against:

Nil



SGSC2608-9 DRAFT COMPLAINTS MANAGEMENT POLICY

Meeting date:	Wednesday 12 August 2026
Responsible officer:	Manager Customer Experience
Voting requirements:	Simple Majority Required
Decision making authority:	Council
Attachments:	1. Council Policy Complaint Management Customer Experience 2. Draft Complaints Management Policy

SUMMARY

The City of Fremantle's current Complaint Management Policy was due for review in 2025. Following the review process, a revised policy has been drafted to replace the current policy with one that provides more contemporary guidance and information on how the City manages complaints.

This report recommends that Council revoke the existing Complaints Management Policy and adopt the draft Complaints Management Policy, as provided in Attachment 2.

BACKGROUND

Adopted in 2013, with a minor amendment made in 2021 (FPOL2109-16), the City's current Complaint Management Policy was due for review in September 2025.

The draft Complaint Management Policy aims to ensure that the community has access to a comprehensive guide which clearly communicates the City's complaint management guidelines and principles.

FINANCIAL IMPLICATIONS

Nil.

LEGAL IMPLICATIONS

Division 7 of the *Local Government Act 1995* prescribes provisions for general complaints which include elected members and employees. These complaints may be made to the Local Government Inspector; however, the Inspector can refer general complaints to the relevant local government if more appropriate for them to deal with.



This draft policy shall in no way contradict the *Local Government Act 1995* however is intended to align to this legislation, the *Equal Opportunity Act 1984 (WA)* and the *PRIS Act 2024 (WA)* whilst providing principles of procedural fairness and transparency in the management of complaints.

STRATEGIC IMPLICATIONS

This item is in keeping with the City of Fremantle's Strategic Community Plan 2024 – 2034:

Corporate - Lead and empower the organisation to deliver the vision of 'strong reputation, stronger future'

- The matters contained in this report align to the intent of this theme's outcome.

CONSULTATION

Reference to key bodies for best practise, such as Ombudsman Western Australia was combined with internal consultation with key frontline stakeholders to seek feedback.

Consultation and feedback were sought from the following teams and managers.

- Walyalup Fremantle Arts Centre Customer Service
- City Planning Business Support
- Library Operations
- Leisure Centre
- Visitor Centre
- Governance
- People and Culture
- Customer Services
- Manager Commercial Services
- Manager Governance
- Manager People and Culture
- Management Team
- Executive Leadership Team

OFFICER COMMENT

A Complaint Management Policy exists to ensure complaints are managed in accordance with best practice as outlined by the Western Australian Ombudsman and the *Local Government Act 1955*, establishing a culture of continuous improvement and supporting the City in handling complaints promptly, fairly and equitably.



Following review of the current policy, it was identified that the policy could more clearly stipulate roles and responsibilities, processes, principles and definitions in relation to complaint management, which raises the risk of inconsistent complaint handling across the organisation, and missed opportunities for continuous improvement.

The draft policy addresses these gaps, aiming to be more informative to the community, providing complainants with clear guidance on how the City will address various types of complaints, our guiding principles, and external agency resources to provide alternative avenues for a complaint. By clearly establishing what the policy does and does not cover and providing information about external agencies for matters outside the City's jurisdiction, the draft policy will help ensure complaints are directed to the appropriate authority, supporting an improved customer experience. By clearly communicating the scope, principles and processes, the draft Complaint Management Policy will act as a comprehensive guide for City staff, customers and the community.

While the current policy recognises the role of complaints in improving services, it does not clearly embed this within the policy. In response, the draft Complaints Management Policy strengthens this approach by solidifying continuous improvement as a key objective of the policy, as well as clear outcome of informed decision-making surrounding complaints.

Guidance on the principles that guide the actions of City Officers when addressing complaints has also been improved. The draft Policy now provides clearer direction and establishes a set of principles to underpin how parties to complaints are to be treated, with professionalism, respect and confidentiality. These principles underpin the policy's objectives and ensure that the City is acting in line with legislative requirements.

The draft Policy provides clear definitions of core terminology used within the policy, which acts to ensure a consistent and shared understanding of what is covered under the policy.

It ensures that the City is compliant with the obligations and requirements of the *Privacy and Responsible Information Sharing legislation (PRIS) Act 2024 (WA)*.

Adoption of the draft Complaints Management Policy would place the City in a stronger position to handle complaints using a consistent approach across the whole organisation, providing improved outcomes for both the City and the City's community.



VOTING AND OTHER REQUIREMENTS

Simple Majority Required

DECISION MAKING AUTHORITY

Council

COUNCIL DECISION ITEM SGSC2608-9 (Committee recommendation)

Moved: Cr Geoff Graham

Seconded: Cr Pip Slaughter

Council:

1. Revoke the current Complaints Management Council Policy, as provided in Attachment 1.
2. Adopt the draft Complaints Management Council Policy, as provided in Attachment 2.

Carried: 8 / 0

For:

Mayor Ben Lawver, Cr Geoff Graham, Cr Andrew Sullivan,
Cr Jemima Williamson-Wong, Cr Frank Mofflin, Cr Pip Slaughter,
Cr Melanie Clark and Cr Ingrid van Dorssen

Against:

Nil



General reports

Cr Pip Slaughter left the meeting at 8:50pm and returned at 8:52pm prior to the vote on the following item.

C2608-1 CAPPUCCINO STRIP CLOSURE FOR THE AFL GRAND FINAL 2026 (FREMANTLE DOCKERS)

Meeting date:	Wednesday 26 August 2026
Responsible officer:	A/Manager Economic Development & Events
Voting requirements:	Absolute Majority Required
Decision making authority:	Council
Attachments:	1. CONFIDENTIAL - Quotation

SUMMARY

This report seeks Council approval to temporarily close the Cappuccino Strip (South Terrace) should the Fremantle Dockers qualify for the 2026 AFL Grand Final scheduled for Saturday, 26 September 2026, to facilitate a community live site and public activation event.

The report also seeks approval for a budget amendment of \$232,300 to fund the delivery, production and operational costs associated with the Grand Final activation.

The proposed activation is consistent with the City's obligations under its partnership agreement with the Fremantle Football Club and directly implements Action ED2.1.7 of the Economic Development Strategy 2025-2030, which seeks to establish a staged program of activations that recognise and celebrate the progression of the Fremantle Dockers through key AFL and AFLW finals milestones, including a Grand Final appearance, and other significant sporting achievements that resonate with the Fremantle community.

The activation will support community participation, encourage visitation, and deliver economic benefits to local businesses while fostering civic pride and celebrating a significant milestone for the Club and the city.

BACKGROUND

The Fremantle Dockers are a valued strategic partner of the City of Fremantle and play a significant role in strengthening Fremantle's identity, fostering community pride, and contributing to the local economy. Recognising the importance of this



relationship, the City and the Fremantle Football Club entered into a 10-year sponsorship agreement in 2017 to support collaborative initiatives that deliver community, economic and destination benefits for Fremantle.

The Sponsorship and Partnership Agreement, attached to this report, outlines the broader terms, conditions and obligations to which the City is committed and should be referred to for further context regarding the proposed activation.

Under the City's partnership agreement with the Fremantle Football Club, the City is responsible for the planning, delivery and funding of all costs associated with a Grand Final Live Site should the Club qualify for the AFL Grand Final. The City is required to work collaboratively with the Fremantle Football Club to deliver the activation.

The activation is also consistent with the objectives of the Economic Development Strategy 2025-2030, which identifies destination events, city activation and increased visitation as key initiatives for economic growth and business support.

FINANCIAL IMPLICATIONS

Procurement activities have been undertaken to determine the estimated costs associated with delivering the proposed Grand Final Live Site and community activation. Quotes received indicate the event will cost approximately \$202,000 plus an additional 15% contingency to cover unanticipated site-specific costs, bringing to the total to \$232,300.

While the delivery of the event forms part of the sponsorship agreement with the Fremantle Football Club, a cost for the event is not included in the annual budget due to the uncertainty associated with the requirement for the event at the beginning of each AFL season. The usual approach has been to seek approval from Council via a budget amendment as and when the delivery of the event becomes reasonably likely.

Based on an assessment of the Fremantle Football Club's current performance and progress throughout the season, it has been determined by officers that participation in the Grand Final is now reasonably likely and planning has needed to commence in order to meet required lead times for an event of this scale.

As such, officers are seeking Council approval for a budget amendment of \$232,300 to be funded from the carried forward surplus from 2025/26.



Approval of the budget amendment will enable the City to fulfil its obligations under the partnership agreement with the Fremantle Football Club should the Club qualify for the AFL Grand Final.

The budget will cover costs including:

- LED screens and audio-visual production;
- Stage, power and event infrastructure;
- Security and crowd management;
- Event operations and logistics;
- Temporary amenities and services;
- Production and project management fees; and
- Site services

This expenditure is consistent with the City's obligations under its agreement with the Fremantle Football Club and represents an investment in a significant city-wide activation that is expected to deliver economic, tourism and community benefits.

Due to the nature of the event and the short lead time between qualification for the AFL Grand Final and event delivery, some supplier deposits and advance commitments may be required prior to the Fremantle Dockers securing a Grand Final position. This is necessary to secure the availability of key event infrastructure, including LED screens, staging, audio-visual equipment, traffic management and security services, which are expected to be in high demand across Perth during the Grand Final period.

To support the budget amendment request, a quotation detailing the estimated costs associated with the proposed Grand Final Live Site and community activation is attached as a Confidential Attachment for Council's consideration. A contingency allowance of 15% has been included within the proposed budget to accommodate unforeseen expenses and costs that cannot be accurately identified at this stage of event planning.

LEGAL IMPLICATIONS

Nil.

STRATEGIC IMPLICATIONS

This item is in keeping with the City of Fremantle's Strategic Community Plan 2024 – 2034:

Creative City – Events and programming celebrate Fremantle's unique and diverse creative and cultural identity



- A diverse program of events is inspired by Fremantle's unique identity and accessible by all members of the community.

Inclusive City – A safe and accessible community for all abilities

- Equitable events and programming enable participation in community life.

CONSULTATION

Nil.

OFFICER COMMENT

The City does not currently have an adopted budget allocation for the delivery of this event. The proposed budget amendment is required for the City to meet its contractual obligations and deliver an event of an appropriate scale and quality.

There will be a limited timeframe between confirmation of the Fremantle Dockers' qualification for the Grand Final and the event itself. Timely Council approval will enable officers to undertake planning and operational preparations in advance, reducing delivery risk and ensuring a safe and well-managed event.

A large community gathering is anticipated should the Fremantle Dockers reach the Grand Final. Delivery of a formal live site with appropriate traffic management, security, emergency management and crowd control measures is seen as a minimum requirement and will assist in managing public safety risks and provide a controlled environment for patrons.

The Fremantle Dockers are intrinsically linked to the identity of Fremantle. The City's ability to deliver a community activation in support of a Grand Final appearance is likely to be received positively by the community, local businesses and key stakeholders, particularly given the City's established partnership obligations and strategic commitment under the Economic Development Strategy 2025-2030.

The recommendation is consistent with the City's existing Partnership Agreement with the Fremantle Football Club, which identifies the City's responsibility for the planning, delivery and funding of a Grand Final Live Site should the Club qualify for the AFL Grand Final.

The proposal also directly aligns with actions under the Activation and Programming ED2.1.7 section of the Economic Development Strategy 2025-2030, which seeks to establish a staged program of activations that recognise and celebrate the progression of the Fremantle Dockers through significant AFL and



AFLW milestones and other major sporting achievements that resonate with the Fremantle community.

The activation also supports broader strategic objectives relating to destination development, city activation, community connection, visitation and economic growth.

The proposed Grand Final Live Site is expected to generate positive economic outcomes for Fremantle by attracting residents and visitors into the city centre and increase patronage of local hospitality, retail and tourism businesses.

The activation will support increased expenditure within the local economy, particularly across the Cappuccino Strip and surrounding city centre precincts, while enhancing Fremantle's reputation as a vibrant destination for major events and community celebrations.

The event also presents an opportunity to showcase Fremantle to a broader audience through media exposure associated with the AFL Grand Final, contributing to the City's longer-term economic development objectives.

VOTING AND OTHER REQUIREMENTS

Absolute Majority Required

DECISION MAKING AUTHORITY

Council

OFFICER'S RECOMMENDATION

Moved: Mayor Ben Lawver

Seconded: Cr Frank Mofflin

Council:

1. Approve the temporary closure of the Cappuccino Strip (South Terrace) on Saturday, 26 September 2026, in the event of the Fremantle Dockers qualifying for the 2026 AFL Grand Final.
2. The following amendments to the adopted budget for 2026/27 are submitted to Council for approval as outlined below:

Item	Account Details	2026/27 Adopted Budget	Revenue Increase /	Expenditu re	2026/27 Amended Budget
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			(Decrease)	(Increase) / Decrease	
1.1	Allocate \$232,300 to the Grand Final activation, funded through an increase in the 2026/27 carried forward surplus arising from savings generated by projects from prior year not proceeding.				
	Surplus at the start of the financial year	3,089,800	232,300		3,322,100
	To: Materials and Contracts – Grand Final Activation	0		(232,300)	(232,300)

There is no impact to the closing position for 2026/27.

In accordance with clause 9.7 of the [Meeting Procedures Policy](#), Mayor Ben Lawver moved the following amendment, as provided in the additional documents, with a minor amendment:

AMENDMENT

Moved: Mayor Ben Lawver

Seconded: Cr Andrew Sullivan

To add a part 3 to the Officer's Recommendation, to read as follows:

Council:

- Authorise the Chief Executive Officer to source additional funding of up to \$50,000 to contribute towards rewatch and celebration activities in the event that the Fremantle Dockers win the AFL Grand Final, noting if sourced a budget amendment will be brought to Council for approval at the next Ordinary Meeting of Council.*

Amendment Carried: 8/0

For:

Mayor Ben Lawver, Cr Geoff Graham, Cr Andrew Sullivan,
 Cr Jemima Williamson-Wong, Cr Frank Mofflin, Cr Pip Slaughter,
 Cr Melanie Clark and Cr Ingrid van Dorssen

Against:

Nil



Reason for amendment:

This is a historic finals campaign by the Fremantle Dockers and we should be prepared to celebrate should they bring home the flag.

COUNCIL DECISION ITEM C2608-1

(Officer's recommendation, as amended)

Moved: Mayor Ben Lawver

Seconded: Cr Andrew Sullivan

Council:

1. Approve the temporary closure of the Cappuccino Strip (South Terrace) on Saturday, 26 September 2026, in the event of the Fremantle Dockers qualifying for the 2026 AFL Grand Final.
2. The following amendments to the adopted budget for 2026/27 are submitted to Council for approval as outlined below:

Item	Account Details	2026/27 Adopted Budget	Revenue Increase / (Decrease)	Expenditure (Increase) / Decrease	2026/27 Amended Budget
1.1	Allocate \$232,300 to the Grand Final activation, funded through an increase in the 2026/27 carried forward surplus arising from savings generated by projects from prior year not proceeding.				
	Surplus at the start of the financial year	3,089,800	232,300		3,322,100
	To: Materials and Contracts – Grand Final Activation	0		(232,300)	(232,300)

There is no impact to the closing position for 2026/27.

3. *Authorise the Chief Executive Officer to source additional funding of up to \$50,000 to contribute towards rewatch and celebration activities in the event that the Fremantle Dockers win the AFL Grand Final, noting if sourced a budget amendment will be brought to Council for approval at the next Ordinary Meeting of Council.*

Carried: 8/0



For:

Mayor Ben Lawver, Cr Geoff Graham, Cr Andrew Sullivan,
Cr Jemima Williamson-Wong, Cr Frank Mofflin, Cr Pip Slaughter,
Cr Melanie Clark and Cr Ingrid van Dorssen

Against:

Nil



Statutory reports

Items approved en bloc

ITEMS APPROVED "EN BLOC"

The following items were adopted unopposed and without discussion "en bloc" as recommended.

COUNCIL DECISION

Moved: Cr Andrew Sullivan

Seconded: Cr Geoff Graham

The following items be adopted en bloc as recommended:

C2608-2 MONTHLY FINANCIAL REPORT JUNE 2026

C2608-3 MONTHLY FINANCIAL REPORT JULY 2026

C2608-5 SCHEDULE OF PAYMENTS JULY 2026

Carried: 8/0

For:

Mayor Ben Lawver, Cr Geoff Graham, Cr Andrew Sullivan,
Cr Jemima Williamson-Wong, Cr Frank Mofflin, Cr Pip Slaughter,
Cr Melanie Clark and Cr Ingrid van Dorssen

Against:

Nil



C2608-2 MONTHLY FINANCIAL REPORT JUNE 2026

Meeting date: 26 August 2026
Responsible officer: Director City Business
Voting requirements: Absolute Majority Required
Decision making authority: Council
Attachments: 1. Monthly Financial Report June 2026

SUMMARY

The draft monthly financial report for the period ending 30 June 2026 has been prepared and tabled in accordance with the *Local Government (Financial Management) Regulations 1996*.

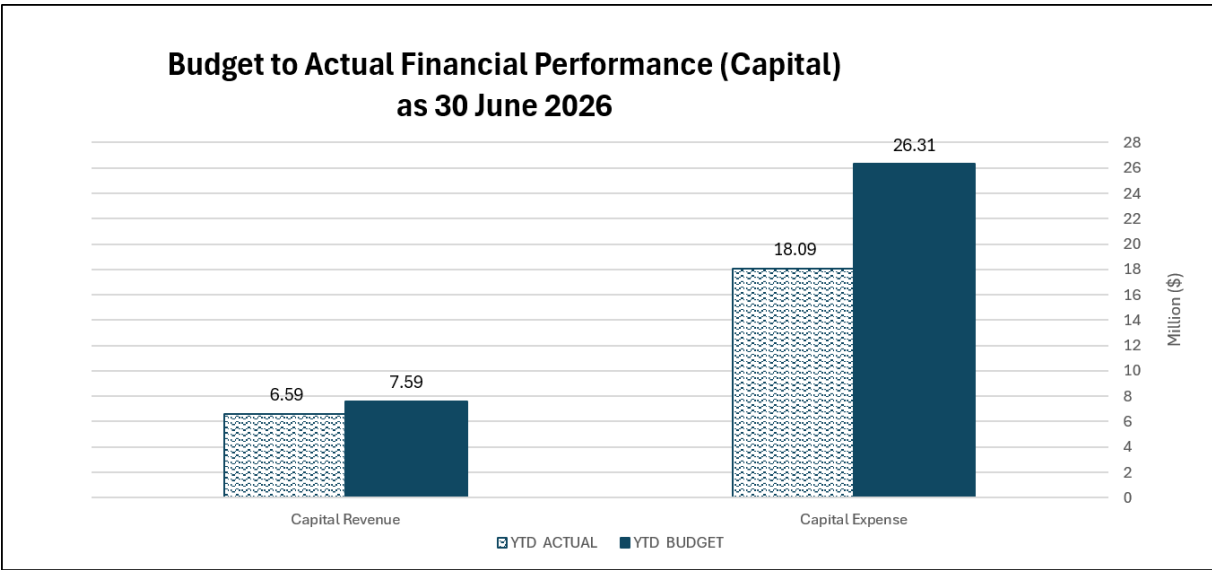
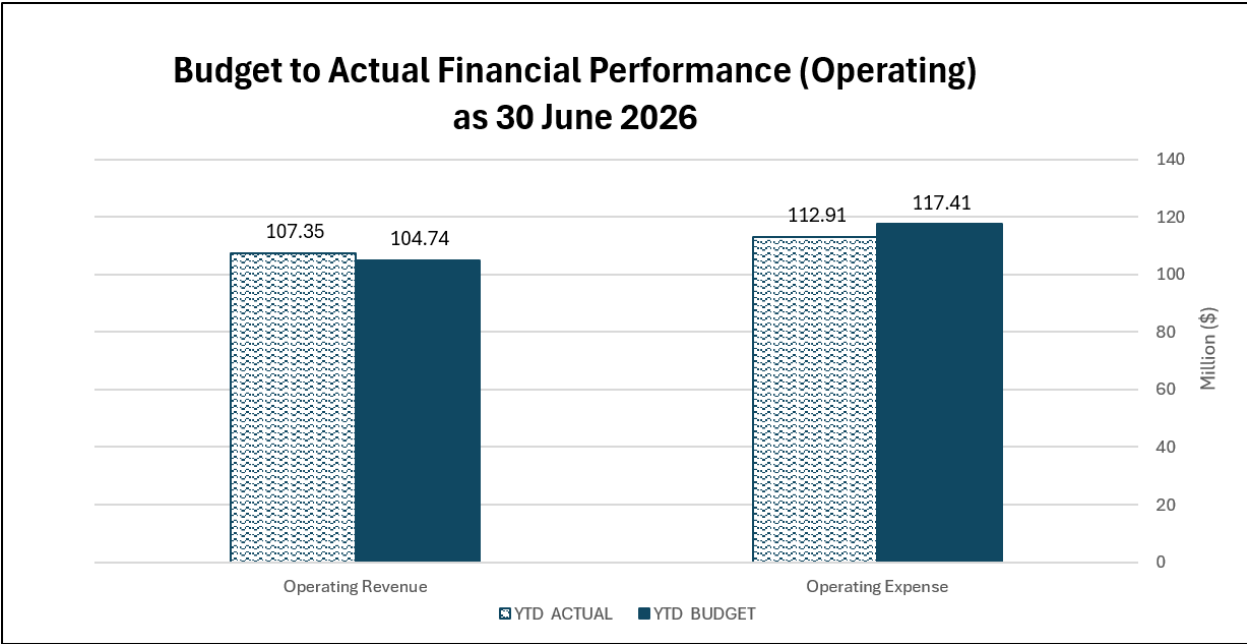
This report provides an analysis of financial performance up to June 2026 based on the following statements:

- Statement of Comprehensive Income by Nature;
- Statement of Financial Activity by Nature and by Directorate; and
- Statement of Financial Position with Net Current Assets.

Please note figures contained in this report are draft and subject to change with end-of-year adjustments yet to be completed.

BACKGROUND

The following charts and table provide a high-level summary of the Council's year to date financial performance as at 30 June 2026.



**STATEMENT OF FINANCIAL ACTIVITY – BY NATURE FOR THE PERIOD TO
30 JUNE 2026**

The table provides a variance summary of the operating revenue and expenses for the Statement of Financial Activity by Nature, to 30 June 2026. The detailed Statement can be found in the attached Monthly Financial Report.



Description	Adopted Budget YTD \$	Actual YTD \$	Variance YTD \$	Variance YTD %
Operating Revenue				
Rates	66,700,647	66,845,252	144,605	0.22%
Service Charges	1,803,804	1,803,141	(663)	(0.04%)
Grants, Subsidies & Contributions	3,734,137	5,633,322	1,899,185	50.86%
Fees and Charges	24,158,089	26,699,946	2,541,857	10.52%
Interest Earnings	2,416,162	3,212,638	796,476	32.96%
Other Income	2,298,746	3,071,456	772,710	33.61%
Total	101,111,585	107,265,754	6,154,169	6.09 %
Operating Expenditure				
Employee Costs	(44,216,546)	(49,549,916)	(5,333,370)	(12.06%)
Materials and Contracts	(32,781,986)	(36,213,645)	(3,431,659)	(10.47%)
Depreciation	(19,423,624)	(21,259,650)	(1,836,025)	(9.45%)
Finance Costs	(345,564)	(396,862)	(51,298)	(14.84%)
Utility Charges	(2,242,567)	(2,390,400)	(147,833)	(6.59%)
Insurance Expenses	(1,138,362)	(1,116,188)	22,174	1.95%
Other Expenditure	(1,413,348)	(1,759,326)	(345,978)	(24.48%)
Total	(101,561,998)	(112,685,987)	(11,123,990)	(10.95 %)

Further explanation of material variances can be found within the Officer's Comment section of this report.

STATEMENT OF FINANCIAL POSITION - FOR THE PERIOD TO 30 JUNE 2026

The detailed Statement can be found in the attached Monthly Financial Report.

FINANCIAL IMPLICATIONS

This report is provided to enable Council to assess how revenue and expenditure are tracking against budget, and to identify any material variances of which the Council should be informed.

LEGAL IMPLICATIONS

Local Government (Financial Management) Regulation 34 requires a monthly financial activity statement and an explanation of any material variances to be



prepared and presented to an Ordinary Council meeting within 2 months after the end of the relevant month.

Local Government (Financial Management) Regulation 35 requires a monthly statement of financial position to be prepared and presented to an Ordinary Council meeting within 2 months after the end of the previous month.

STRATEGIC IMPLICATIONS

This item is in keeping with the City of Fremantle's Strategic Community Plan 2024 – 2034:

Corporate - Lead and empower the organisation to deliver the vision of 'strong reputation, stronger future'

- Support the City through financial, procurement and revenue functions whilst ensuring legislative compliance and providing excellent customer service.

CONSULTATION

Nil.

OFFICER COMMENT

Summary of Financial Performance

The financial data presented in this report is draft as at the date of this report. There are still transactions being processed for the financial year 2025-26 which could vary the results presented.

As at the end of June 2026, the City demonstrated strong financial performance with a closing funding position of \$11.89m.

In summary, as at the end of June 2026, the current closing position exceeds the YTD amended budget by \$11.77m.

This is mainly due to favourable variances against the year-to-date budget across the following areas:

- Grants, contributions and subsidies of \$0.72m;
- Fees and charges of \$0.76m;
- Interest earnings of \$0.69m;
- Other revenue of \$.41m;
- Employee costs of \$0.44m;
- Materials and Contracts of \$3.72 m



- Insurance expenses \$0.13m
- Capital expenditure of \$8.21m;

These favourable variances are offset by:

- Capital revenue \$2.58m behind YTD budget;
- Net reserve transfers \$2.58m behind YTD budget.

Explanation of Material Variances & YTD Performance

In accordance with regulation 34(5) of the Local Government (Financial Management) Regulations 1996 and AASB 1031 Materiality, Council adopted the level to be used in Statements of Financial Activity by Nature in the 2025-26 financial year for reporting material variances as 10% together with the minimum value of \$100,000 (Refer Item C2506-13 from Council meeting on 25 June 2025). The material variance thresholds are adopted annually by Council and indicate whether actual expenditure or revenue varies materially from the year-to-date budget. The following is an explanation of significant operating and capital variances to budget as identified in the Statements of Financial Activity by Nature.

Building on the favourable opening net position for the year, the following items explain the City's major variances in operating performance for this financial year, as highlighted in the year-to-date Financial Activity Statement as at 30 June 2026:

Description	Variance \$	Comment
Grants, Subsidies and Contributions	724,957	 14.77 % Over budget
Major Variances:		
Receive general purpose grants and contributions	1,246,981	Early receipt of Financial assistance grant 26-27.
Plan-Fremantle Oval Precinct	(451,387)	The City has completed the Business Case and is reconciling costs with the Department of Cultural Industries Tourism and Sport. Funds expected to be received in Q1 of the 2026/27 Financial Year.
Interest earnings	685,976	 27.15 % Over budget
Major Variances:		
Interest Inc - Bank and Term Deposits	611,801	Favourable interest rates and higher cash holdings have



Description	Variance \$	Comment
		resulted in higher than expected interest earnings.
Interest Inc - Rates Penalty	81,515	Higher than budgeted.
Other Revenue	406,914	 15.27 % Over budget
Major Variances:		
Payment in Lieu - Parking	469,360	Payment in lieu of Parking - Transfer from Trust to Reserve. 68 Marine Terrace \$12k, 25 Cantonment Street \$161k, Cliff St/ High St/ Mouat St \$296k.
Insurance expenses	128,069	 10.29 % Under budget
Major Variances:		
Insurance - Property	53,351	Lower premiums than budgeted.
Insurance - Public Liability	32,343	
Insurance - Fleet	27,506	
Capital grants, subsidies and contributions	(2,583,726)	 (34.61 %) Under budget
Major Variances:		
Hilton Park Master Plan - Northern Projects	(1,120,000)	Works delayed due to community consultation requirement, grant milestone for payment not yet met.
Design and construct - Arts Centre Creative Hub	(525,700)	Pending last grant milestone payment from State Govt.
Program - Black Spot Works 25-26	(508,869)	Project carried forward. Funding to be received 26/27.
Booyembara Park Golf Course/Community Centre	(404,449)	Funding received; to be allocated in line with expenditure.
Construct-Walyalup Civic Centre & Library	102,113	Retention funds released to municipal.
Proceed from Investment in Associates	1,572,357	 Over budget
Major Variances:		
Proceeds from Resource Recovery Group	1,572,357	Equity distribution to the City upon the closure of the Resource Recovery Group.
Capital Expenses	8,212,773	 31.22 % Under budget



Description	Variance \$	Comment
Major Variances:		
Hilton Park Master Plan - Northern Projects	2,224,218	Carry Forward: Project delayed due to community consultations and delayed RFT pending.
Program - Irrigation	633,713	Carry Forward: Invoice timing variance for Samson Reserve Bore and delayed project Gilbert Fraser Reserve Tank due to Council resolution on tank position.
Program - Ticket machines	522,149	Carry Forward: Payment has been withheld until final contract deliverables are completed by the supplier.
Program - Black Spot Works 25-26	508,869	Carry Forward: delays in utility provider works (Western Power).
Booyembara Park Golf Course/Community Centre	404,449	Carry Forward: Certain aspects of the project were delayed due to site remediation issues. Overall project deadline still on track.
Johannah St / Fremantle Sailing Club - Drainage Works	402,979	Carry Forward: Projects to be delivered over a two-year DRF grant funded period. Phase one of Johannah Street drainage project completed. Phase two of Johannah Street and the Fremantle Yacht Club drainage works to be completed in 2026/27.
Construct 7-15 Quarry St Car park	358,493	The design was revised, and the project was successfully delivered by the internal team, resulting in cost savings for the project.
Program - Plant, Equipment & Vehicles	273,245	Carry Forward: 2025/26 scheduled fleet replacement program is complete with balance allocated to the 26/27 program.
Program - Asbestos Removal	267,608	Carry Forward: Delayed due to community consultation on Hilton Park North.
Community facility - Forward Works	250,000	L3 Project cancelled.



Description	Variance \$	Comment
Program - Street Lighting	230,571	Carry Forward: delays in the contractor's scheduled delivery.
Design and construct - Arts Centre Creative Hub	170,505	Carry Forward: To issue practical completion in August 2026.
Program - Footpaths	169,120	Carry Forward: 2025/26 Footpath renewal program works are completed except for Marine Tce, which includes replacing concrete with paving materials identified in the City's Streets Enhancement Strategy.
Program - Buildings	166,052	Carry Forward: Stevens Reserve compliance electrical works deferred to 26-27 pending lighting project.
Fremantle Leisure Centre - Gym Extension	156,026	Carry Forward: Contractor invoicing due at Practical completion in August 2026.
Douro Road Traffic Calming and Design Program (Construct)	122,635	Carry Forward: delays in utility provider works (Western Power).
Program - Bike Plan	118,584	Carry Forward: to deliver Bike Plan Projects in 2026/27.
Town Hall - Design for essential works	110,350	Milestone for contractor payment delayed pending delivery of requirement.
Program - Playgrounds	109,882	Carry Forward: Contract awarded and construction underway.
Program - MRRG Works 25-26	(92,592)	Project completed. The final revised MRRG approved budget was increased from \$2.166M to \$2.188M. Actual expenditure included staff costs \$20k budgeted in operating expenditure. The contract budget variance of \$50k represents an overspend of approximately 2%.
Repayment of Debentures	(330,586)	▼ (24.71 %) Over budget
Major Variances:		



Description	Variance \$	Comment
Resource Recovery Group Share of Loan	(330,586)	Loan balance settled upon the closure of the Resource Recovery Group.
Transfer to Reserves	(883,280)	▼ (19.06 %) Over budget
Major Variances:		
Interest Accrued	(300,279)	Unbudgeted Interest accrued on reserve balances.
Payment in Lieu - Parking	(469,360)	Transfer from Trust as per legislation requirements; 68 Marine Terrace \$12k, 25 Cantonment Street \$161k, Cliff St/ High St/ Mouat St \$296k.
Developers contributions	(136,500)	Transfer Developer contributions to reserve as per legislation requirements.
Transfer from Reserves	(1,701,615)	▼ (24.84 %) Under budget
Major Variances:		
Hilton Park Master Plan - Northern Projects	(563,879)	Timing variance; carry forward project to 26/27.
Program - Ticket machines	(522,149)	Timing variance; carry forward project to 26/27.
Construct 7-15 Quarry St Car park	(358,493)	Project saving, funds not required.
Fremantle Oval Redevelopment Planning	(173,789)	Timing variance; carry forward project to 26/27.

Accounting methods

The City manages its finances in line with the requirements of the *Local Government Act 1995*, associated regulations and Australian accounting standards.

The City carries out accounting on both an accrual basis and a cash basis.

Accrual accounting requires accounting transactions to be recognised and recorded when they occur, regardless of whether payment/receipt has been made at that time, in accordance with the Australian Accounting standards.



The City accounts for Rates, Service Charges, Interest income on term deposits, Insurance expenses and Interest expenses on borrowings (loans) & leases on an accrual basis.

The remainder of income and expenditure items are recognised and recorded at the period they are encountered.

VOTING AND OTHER REQUIREMENTS

Absolute Majority Required

DECISION MAKING AUTHORITY

Council

COUNCIL DECISION ITEM C2608-2 (Officer's recommendation)

Moved: Cr Andrew Sullivan

Seconded: Cr Geoff Graham

Council receives the Monthly Financial Report, as provided in Attachment 1, including the Statement of Comprehensive Income, Statement of Financial Activity, Statement of Financial Position and Statement of Net Current Assets, for the period ended 30 June 2026.

Carried en bloc: 8/0

For:

Mayor Ben Lawver, Cr Geoff Graham, Cr Andrew Sullivan,
Cr Jemima Williamson-Wong, Cr Frank Mofflin, Cr Pip Slaughter,
Cr Melanie Clark and Cr Ingrid van Dorssen

Against:

Nil



C2608-3 MONTHLY FINANCIAL REPORT JULY 2026

Meeting date: 26 August 2026
Responsible officer: Director City Business
Voting requirements: Simple Majority Required
Decision making authority: Council
Attachments: 1. Monthly Financial Report July 2026

SUMMARY

The monthly financial report for the period ending 31 July 2026 has been prepared and tabled in accordance with the *Local Government (Financial Management) Regulations 1996*.

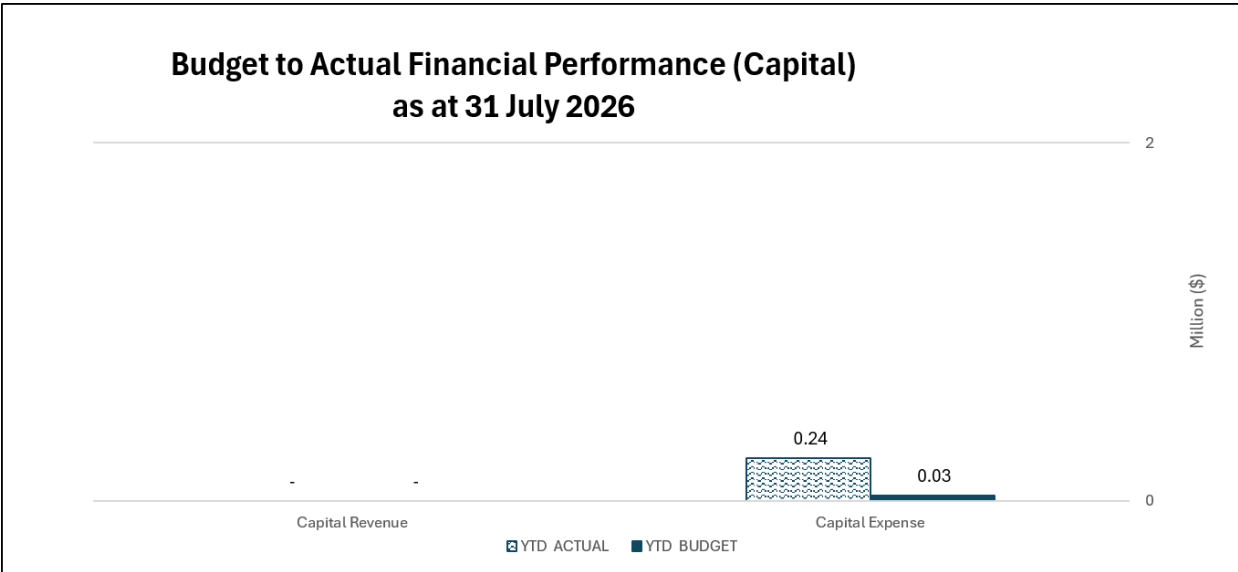
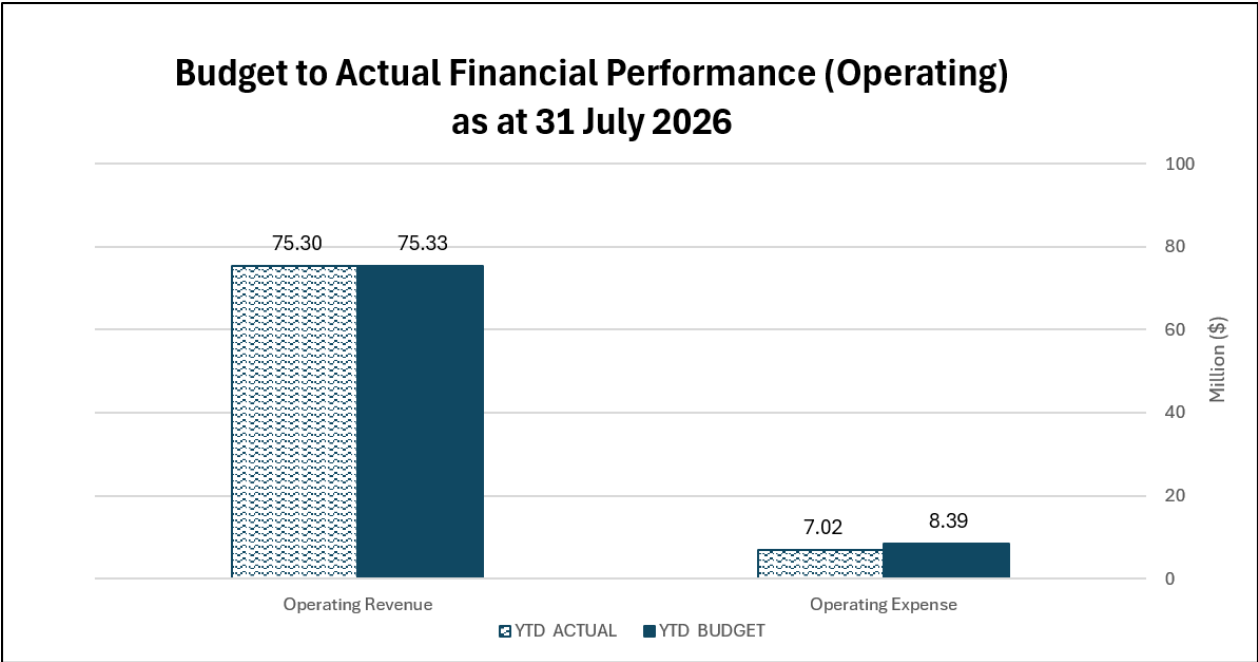
This report provides an analysis of financial performance up to July 2026 based on the following statements:

- Statement of Comprehensive Income by Nature;
- Statement of Financial Activity by Nature and by Directorate; and
- Statement of Financial Position with Net Current Assets.

Please note figures contained in this report are as at the reporting date and subject to change with end-of-year adjustments yet to be completed.

BACKGROUND

The following charts and table provide a high-level summary of the Council's year to date financial performance as at 31 July 2026.



**STATEMENT OF FINANCIAL ACTIVITY – BY NATURE FOR THE PERIOD
TO 31 JULY 2026**

The table provides a variance summary of the operating revenue and expenses for the Statement of Financial Activity by Nature, to 31 July 2026. The detailed Statement can be found in the attached Monthly Financial Report.



Description	Adopted Budget YTD \$	Actual YTD \$	Variance YTD \$	Variance YTD %
Operating Revenue				
Rates	70,621,616	70,584,821	(36,795)	(0.05%)
Service Charges	1,803,804	1,822,687	18,883	1.05%
Grants, Subsidies & Contributions	195,087	79,309	(115,779)	(59.35%)
Fees and Charges	2,353,264	2,448,635	95,371	4.05%
Interest Earnings	175,000	188,528	13,528	7.73%
Other Income	176,381	176,158	(223)	(0.13%)
Total	75,325,152	75,300,138	(25,014)	(0.03%)
Operating Expenditure				
Employee Costs	(4,222,548)	(3,923,774)	298,774	7.08%
Materials and Contracts	(2,071,264)	(1,167,748)	903,516	43.62%
Depreciation	(1,672,725)	(1,675,890)	(3,165)	(0.19%)
Finance Costs	(30,877)	(33,088)	(2,211)	(7.16%)
Utility Charges	(181,648)	(30,822)	150,826	83.03%
Insurance Expenses	(104,181)	(97,374)	6,807	6.53%
Other Expenditure	(109,810)	(94,128)	15,682	14.28%
Total	(8,393,053)	(7,022,825)	1,370,228	16.33%

Further explanation of material variances can be found within the Officer's Comment section of this report.

STATEMENT OF FINANCIAL POSITION - FOR THE PERIOD TO 31 JULY 2026

The detailed Statement can be found in the attached Monthly Financial Report.

FINANCIAL IMPLICATIONS

This report is provided to enable Council to assess how revenue and expenditure are tracking against budget, and to identify any material variances of which the Council should be informed.



LEGAL IMPLICATIONS

Local Government (Financial Management) Regulation 34 requires a monthly financial activity statement and an explanation of any material variances to be prepared and presented to an Ordinary Council meeting within 2 months after the end of the relevant month.

Local Government (Financial Management) Regulation 35 requires a monthly statement of financial position to be prepared and presented to an Ordinary Council meeting within 2 months after the end of the previous month.

STRATEGIC IMPLICATIONS

This item is in keeping with the City of Fremantle's Strategic Community Plan 2024 – 2034:

Corporate - Lead and empower the organisation to deliver the vision of 'strong reputation, stronger future'

- Support the City through financial, procurement and revenue functions whilst ensuring legislative compliance and providing excellent customer service.

CONSULTATION

Nil.

OFFICER COMMENT

Summary of Financial Performance

As at the end of July 2026, the City demonstrated strong financial performance with a closing funding position of \$77.85m.

In summary, as at the end of July 2026, the current closing position exceeds the YTD amended budget by \$9.88m.

This is mainly due to favourable variances against the year-to-date budget across the following areas:

- Employee costs of \$0.30m;
- Materials and Contracts of \$0.90m;
- Utility charges \$0.15m;
- Increased carry forward funds from the 2025/26 financial year of \$8.80m compared to the adopted budget*;



These favourable variances are offset by:

- Grants, subsidies and contributions of \$0.12m;
- Capital expenditure of \$0.21m;

*It should be noted that 2025/26 FY figures are unaudited and subject to change from end of year processing and audit finalisation. The figures remain draft until such time as these processes have been completed.

Explanation of Material Variances & YTD Performance

In accordance with regulation 34(5) of the Local Government (Financial Management) Regulations 1996 and AASB 1031 Materiality, Council adopted the level to be used in Statements of Financial Activity by Nature in the 2026-27 financial year for reporting material variances as 10% together with the minimum value of \$100,000 (Refer Item SC2507-1 from Council meeting on 8 July 2026).

The material variance thresholds are adopted annually by Council and indicate whether actual expenditure or revenue varies materially from the year-to-date budget. The following is an explanation of significant operating and capital variances to budget as identified in the Statements of Financial Activity by Nature.

Building on the favourable opening net position for the year, the following items explain the City's major variances in operating performance for this financial year, as highlighted in the year-to-date Financial Activity Statement as at 31 July 2026:

Description	Variance \$	Comment
Grants, subsidies and contributions	(115,779)	(59.35) % Under budget
Major Variances:		
Provide general practice community law advice	(62,044)	\$75k received as per budget; reduced by unspent portion to recognise in line with expenditure.
Provide tenancy advocacy and support	(45,284)	\$69k received as per budget; reduced by unspent portion to recognise in line with expenditure.
Materials and Contracts	903,516	43.62 % Under budget
Major Variances:		
Waste and cleansing	285,815	Timing; Invoices pending processing.



Building Maintenance	152,388	Timing; Invoices pending processing.
Construction and Maintenance	82,180	Plant usage less than budget, timing variance on contractor and materials.
Resource Recovery	63,533	Timing; Invoices pending processing.
Utility Charges	150,826	83.03 % Under budget
Major Variances:		
Contribute to public street lighting	77,942	Timing of invoices.
Operate Fremantle Leisure centre	28,855	
Maintain Hard Landscaping	27,180	
Payment for Construction of Infrastructure	(128,389)	(412.56 %) Over budget
Major Variances:		
Program - Playgrounds	(101,988)	Payment for completion of 25/26 playground program project, to be reconciled upon budget carry forward adjustments.
Program - Street Lighting	(26,597)	Payment for 25/26 street lighting program, to be reconciled upon budget carry forward adjustments.
Net position at the start of the financial year	8,803,518	284.92 % Over budget
Major Variances:		
Carry forward funds from the 2025-26 financial year	8,803,518	The End of the Financial Year reconciliation and carry forward finalisation process is still underway. The final closing balance will be reported to Council once the annual audit is complete.

Accounting methods

The City manages its finances in line with the requirements of the *Local Government Act 1995*, associated regulations and Australian accounting standards.

The City carries out accounting on both an accrual basis and a cash basis.



Accrual accounting requires accounting transactions to be recognised and recorded when they occur, regardless of whether payment/receipt has been made at that time, in accordance with the Australian Accounting standards.

The City accounts for Rates, Service Charges, Interest income on term deposits, Insurance expenses and Interest expenses on borrowings (loans) & leases on an accrual basis.

The remainder of income and expenditure items are recognised and recorded in the period they are encountered.

VOTING AND OTHER REQUIREMENTS

Simple Majority Required

DECISION MAKING AUTHORITY

Council

COUNCIL DECISION ITEM C2608-3 (Officer's recommendation)

Moved: Cr Andrew Sullivan

Seconded: Cr Geoff Graham

Council receive the Monthly Financial Report, as provided in Attachment 1, including the Statement of Comprehensive Income, Statement of Financial Activity, Statement of Financial Position and Statement of Net Current Assets, for the period ended 31 July 2026.

Carried en bloc: 8 / 0

For:

Mayor Ben Lawver, Cr Geoff Graham, Cr Andrew Sullivan,
Cr Jemima Williamson-Wong, Cr Frank Mofflin, Cr Pip Slaughter,
Cr Melanie Clark and Cr Ingrid van Dorssen

Against:

Nil



C2608-5 SCHEDULE OF PAYMENTS JULY 2026

Meeting date:	26 August 2026
Responsible officer:	Director City Business
Voting requirements:	Simple Majority Required
Decision making authority:	Council
Attachments:	1. Schedule of Payments and Listings - July 2026 2. Purchase Card Transactions - July 2026 3. BP Plus Fleet Control Report - June 2026 4. Schedule of Payments and Listings Summary - July 2026

SUMMARY

The purpose of this report is to present to Council a list of accounts paid by the Chief Executive Officer under delegated authority for the month ending 31 July 2026 as required by the *Local Government (Financial Management) Regulations 1996*.

This report recommends that Council accept the list of payments made under delegated authority and accept the detailed transaction listing of Purchase Card expenditure.

BACKGROUND

Council has delegated, to the Chief Executive Officer, the exercise of its power to make payments from the City's municipal or trust fund. In accordance with regulation 13 of the *Local Government (Financial Management) Regulations 1996*, a list of accounts paid under delegation for the month of July 2026 is provided within Attachments 1 and 2.

FINANCIAL IMPLICATIONS

A total of \$13,880,948.51 in payments were made in the month of July 2026, from the City's municipal and trust fund accounts.

LEGAL IMPLICATIONS

Regulation 13 of the *Local Government (Financial Management) Regulations 1996* states:

13. *Payments from municipal fund or trust fund by CEO, CEO's duties as to etc.*



- (1) If the local government has delegated to the CEO the exercise of its power to make payments from the municipal fund or the trust fund, a list of accounts paid by the CEO is to be prepared each month showing for each account paid since the last such list was prepared —
 - (a) the payee's name; and*
 - (b) the amount of the payment; and*
 - (c) the date of the payment; and*
 - (d) sufficient information to identify the transaction.**
- (2) A list of accounts for approval to be paid is to be prepared each month showing
 - (a) for each account which requires council authorisation in that month —
 - (i) the payee's name;*
 - (ii) the amount of the payment; and*
 - (iii) sufficient information to identify the transaction; and**
 - (b) the date of the meeting of the council to which the list is to be presented.**
- (3) A list prepared under sub-regulation (1) or (2) is to be —
 - (a) presented to the council at the next ordinary meeting of the council after the list is prepared; and*
 - (b) recorded in the minutes of that meeting.**

STRATEGIC IMPLICATIONS

This item is in keeping with the City of Fremantle's Strategic Community Plan 2024 – 2034:

Corporate - Lead and empower the organisation to deliver the vision of 'strong reputation, stronger future'

- Support the City through financial, procurement and revenue functions whilst ensuring legislative compliance and providing excellent customer service.

CONSULTATION

Nil.



OFFICER COMMENT

The following table summarises the payments for the month ending 31 July 2026, by payment type:

<i>Payment Type</i>	<i>Amount (\$)</i>
<i>Cheque / EFT / Direct Debit (Attachment 1)</i>	9,600,129.03
<i>Corporate Credit Cards (Attachment 2)</i>	45,109.28
<i>Salary / Wages / Superannuation</i>	4,232,520.02
<i>International Payments</i>	3,190.18
<i>Total Payments</i>	\$13,880,948.51

Attachment 1 provides a detailed listing of the payments by Cheque, EFT and Direct Debit payments. Attachment 2 provides a detailed listing of Purchase Card transactions for the month ending 31 July 2026.

VOTING AND OTHER REQUIREMENTS

Simple Majority Required

DECISION MAKING AUTHORITY

Council

COUNCIL DECISION ITEM C2608-5 (Officer's recommendation)

Moved: Cr Andrew Sullivan

Seconded: Cr Geoff Graham

Council:

1. Accept the list of payments made under delegated authority, totalling \$9,600,129.03 for the month ending 31 July 2026 including the Cheque /EFT/ Direct Debits as contained within Attachment 1 and International Payments of \$3,190.18 as contained within Attachment 1.
2. Accept the detailed transaction listing of Purchase Card expenditure, including Corporate Credit Cards, totalling \$45,109.28 for the month ending 31 July 2026, as detailed in Attachment 2.
3. Accept the detailed transaction listing of BP Plus Fuel Cards totalling \$5,832.97 for the month ending 31 July 2026, as contained within Attachment 3.



4. Accept the Salary / Wages / Superannuation payments made under delegated authority, totalling \$4,232,520.02 for the month ending 31 July 2026 as contained within Attachment 4.

Carried en bloc: 8/0

For:

Mayor Ben Lawver, Cr Geoff Graham, Cr Andrew Sullivan,
Cr Jemima Williamson-Wong, Cr Frank Mofflin, Cr Pip Slaughter,
Cr Melanie Clark and Cr Ingrid van Dorssen

Against:

Nil



Statutory reports

C2608-4 STATEMENT OF INVESTMENTS JULY 2026

Meeting date:	26 August 2026
Responsible officer:	Director City Business
Voting requirements:	Simple Majority Required
Decision making authority:	Council
Attachments:	1. Investment Report 31 July 2026

SUMMARY

This report outlines the investment of surplus funds for the month ending 31 July 2026 and provides information on these investments for Council consideration.

This report recommends that Council receive the Investment Report for the month ended 31 July 2026, as provided in Attachment 1.

The investment report provides a snapshot of the City's investment portfolio and includes information as at 31 July 2026 in relation to:

- Portfolio details;
- Portfolio credit framework;
- Portfolio liquidity;
- Portfolio fossil fuel summary;
- Interest income; and
- Investing activities.

BACKGROUND

In accordance with the Investment Policy adopted by Council, the City of Fremantle invests its surplus funds, long term cash, current assets and other funds in authorised investments as outlined in the policy.

Due to timing differences between receiving revenue and the expenditure of funds, surplus funds may be held by the City for a period of time. To maximise returns and maintain a low level of credit risk, the City invests these funds into appropriately rated and liquid investments, until the City requires the money for operational expenditure.



The City's investment policy seeks to limit investments in financial institutions which support, either directly or indirectly, fossil fuel companies, while balancing compliance with the Investment Policy, and achieving a suitable return on those investments.

FINANCIAL IMPLICATIONS

Investment interest earned year to date is \$180,924 against a full year budget of \$2,040,000. Interest earnings year to date are higher than YTD budget by \$10,924 with \$180,924 being earned in July 2026. The strong investment performance is due to the attractive interest rates in the current market.

The Reserve Bank of Australia (RBA) maintained the cash rate at 4.35% at its Monetary Policy Board meeting on 11 August 2026, following the 25 basis point increase in May 2026. The Board noted that inflationary pressures remain elevated and that maintaining the current policy setting will allow further time for inflation to ease. Headline CPI inflation was 3.9% over the year to the June quarter, which is above the RBA's 2 -3% target range. The RBA expects inflation to gradually decline towards the midpoint of the target range by early 2028, although risks remain skewed to the upside.

Given the continued uncertainty surrounding the interest rate outlook, cash and term deposit returns are expected to remain relatively attractive in the near term. Council will continue to monitor market conditions and investment opportunities in accordance with its Investment Policy and applicable legislation.

The City's investment portfolio is invested in highly secure investments with a low level of risk yielding a weighted average rate of return of 4.82% for the month of July 2026. The City's actual portfolio return in the last 12 months is 3.91%, comparing on par with the benchmark Bloomberg AusBond Bill Index reference rate of 3.94% (refer to Attachment 1 point 8).

LEGAL IMPLICATIONS

The following legislation is relevant to this report:

Local Government (Financial Management) Regulations 1996 Regulation 19 – Management of Investments; and
Trustee Act 1962 (Part 3)

Authorised Deposit-taking Institutions are authorised under the Banking Act 1959 and are subject to Prudential Standards which are overviewed by the Australian Prudential Regulation Authority (APRA).



STRATEGIC IMPLICATIONS

This item is in keeping with the City of Fremantle's Strategic Community Plan 2024 – 2034:

Corporate - Lead and empower the organisation to deliver the vision of 'strong reputation, stronger future'

- Support the City through financial, procurement and revenue functions whilst ensuring legislative compliance and providing excellent customer service.

CONSULTATION

Nil.

OFFICER COMMENT

The City's Investment Portfolio Manager has provided comprehensive Investment Reports for the months ending July 2026 which can be viewed in the Attachments. A summary of the investment reports is provided below

Portfolio Details

As at 31 July 2026 the City's investment portfolio totalled \$39.21m. The market value of this investment was \$39.81m at that time, which takes into account accrued interest.

The investment portfolio is made up of:

Cash Investments (<= 3 months)	\$4.21m
Term Deposits (> 3 months)	\$35.00m
TOTAL	\$39.21m

Of which:

Unrestricted cash	\$15.61m
Restricted cash (Reserve Funds)	\$23.60m
TOTAL	\$39.21m

The current amount of \$15.61m held as unrestricted cash represents 13.85% of the total adopted budget for operating revenue \$112.72m.



Portfolio Credit Framework

The City's Investment policy determines the maximum amount to be invested in any one Tier, or any one financial institution within a Tier, based on the credit rating of the financial institution. Council adopted amendments to this policy at its Ordinary Council Meeting held on 25 November 2020, and the current adopted Counterparty Credit Framework is noted below.

Portfolio Credit Framework limits

The Portfolio Credit Framework limits prescribe the limit of investments that may be made within any Tier of financial institutions. The maximum allocation to be invested in each Tier, and the City's actual investment allocation in those Tiers as at 30 June 2026 shows that the distribution of the City's investments across the four Tiers is compliant with the City's investment policy.

Tier	Allocation	Allocation %	Maximum Allocation %	% Used of Maximum Allocation	% Available of Maximum Allocation	% Exceeded of Maximum Allocation
Tier 1	11,208,130.72	28.59%	100.00%	28.59%	71.41%	0.00%
Tier 2	16,000,000.00	40.81%	60.00%	68.02%	31.98%	0.00%
Tier 3	12,000,000.00	30.61%	35.00%	87.46%	12.54%	0.00%
Tier 4	0.00	0.00%	15.00%	0.00%	100.00%	0.00%
	39,208,130.72					

Values used in the above calculations exclude interest for term deposits and other simple interest securities.

Within each Tier, the Counterparty Credit Framework limits prescribe the limit of investments that may be made with any one financial institution. The maximum percentage of investments to be held with any one financial institution, within a given Tier, are outlined below.

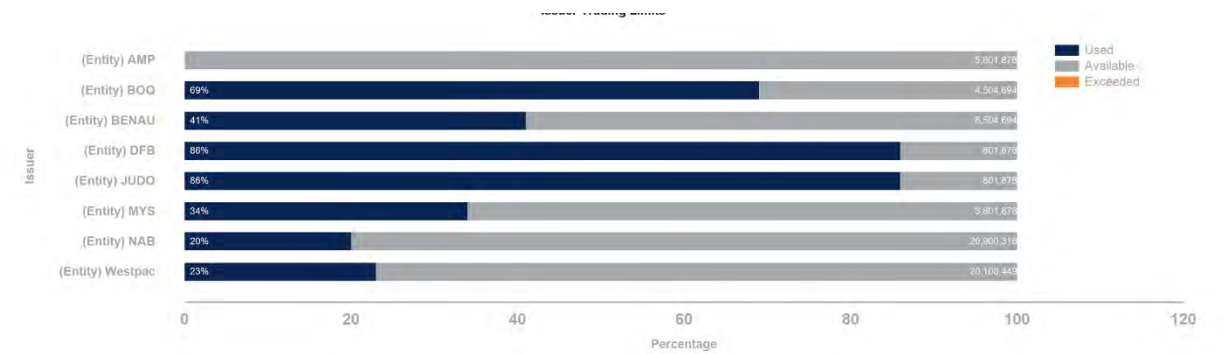
Counterparty credit framework

Investments are not to exceed the following percentages of average annual funds invested with any one financial institution and consideration should be given to the relationship between credit rating and interest rate.

Credit quality	Maximum % of total investments
Tier 1 (excl. AAA government) AAA to AA-	45%
Tier 2 A+ to A-	25%
Tier 3 BBB+ to BBB-	10%
Tier 4 Unrated	(\$1m)



The City’s funds invested as at 31 July 2026 relative to the Counterparty Credit Framework limits were as follows:



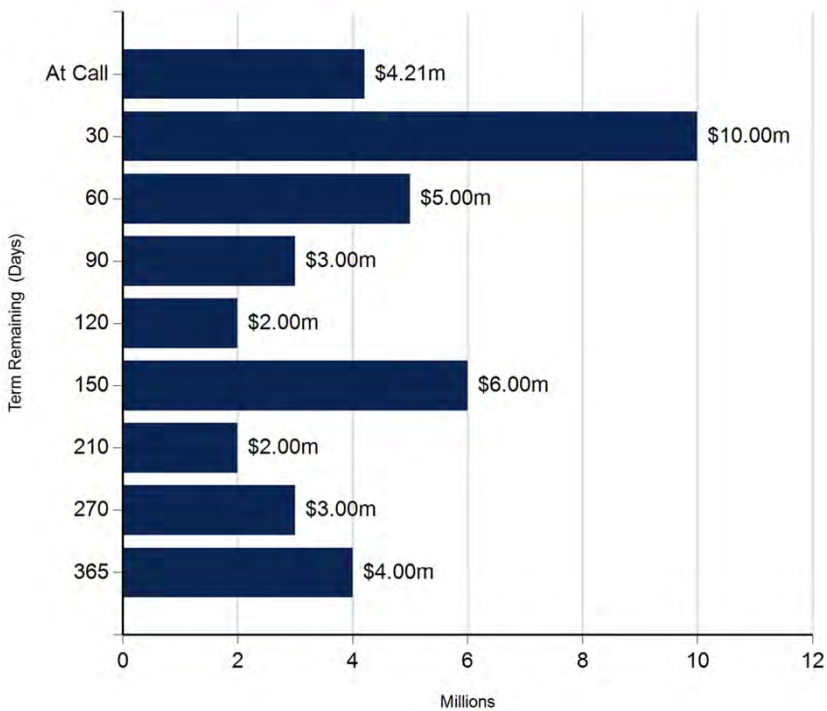
As shown in the above graph, the portfolio was compliant with the issuer trading limit.

Portfolio Liquidity Indicator

The City’s investments are to be made in a manner to ensure sufficient liquidity to meet all reasonably anticipated cash flow requirements, without incurring significant costs due to the unanticipated sale of an investment.

The below graph provides details on the maturity timing of the City’s investment portfolio as at 31 July 2026. Currently, all investments will mature in one year or less.

Face Value by Term Remaining





Portfolio Summary by Fossil Fuels Lending Authorised Deposit-Taking Institutions (ADIs)

To support the City's ability to undertake greater fossil fuel divestment, a review of the Investment Policy was presented and adopted by Council on 25 November 2020 which incorporated a minor change to the investment framework to increase the percentages allocated to Tier 3 and Tier 4 categories, allowing greater flexibility.

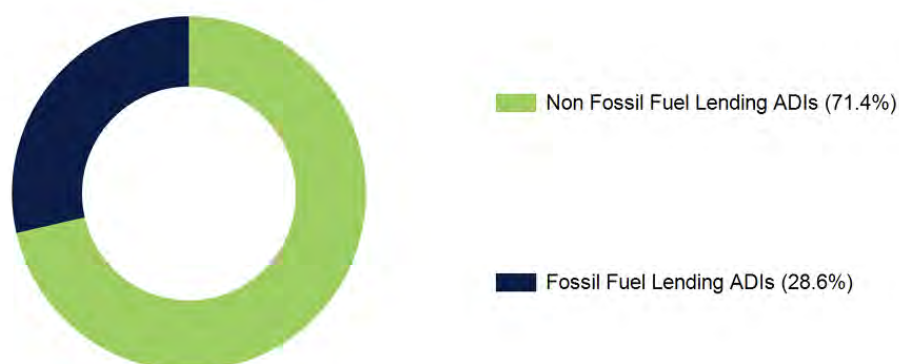
Since December 2020 investments have been made in accordance with the revised policy to increase the percentage invested in "Green Investments"; being ADIs that do not lend to industries engaged in the exploration for, or production of, fossil fuels (Non-Fossil Fuel Lending ADIs).

As at 31 July 2026, Green Investments totalled \$28 million, representing 71.4% of the City's investment portfolio.

The increase is primarily attributable to the City's strategy of prioritising new investments with green-rated financial institutions. In addition, the City established a new on-call account with Bank of Queensland during the month, further supporting the City's objective of increasing the proportion of investments held with green banks.

The City has achieved its 50% Green Investment target.

**Fossil Fuel vs
Non Fossil Fuel
Lending ADI**



Refer to Attachment 1 (Note 7) for details on which financial institutions these investments are held in.



Management of Financial Stability Risks

The City regularly reviews risks associated with the financial stability of the Australian and global financial system. Based on the current assessment the City implements the following investment strategies:

Diversify investment portfolio across different banks - continue to prioritise higher rated banks (Tier 1 & 2) when it comes to investment activity. If a non-fossil fuel lender is providing competitive rates that will generate a suitable return, and fall within a tier 1 or 2 category, these lenders will be prioritised.

Implement risk management strategies to protect the investment portfolio against downside risks - The City will prioritise low risk investment activity across higher tier banks in order to limit the City's exposure to the risk being faced across the sector.

Regular review and rebalance of investment portfolio to ensure alignment with the investment goals, risk tolerance and market conditions.

Interest Income for Matured Investments

Per Attachment 1 (Note 9), interest income earned during July 2026 from matured investments was \$213k.

Investing Activities

There were 2 new term deposits totalling \$4.0M. Full details of the Institutions invested in, interest rates, number of days and maturity date for investments held as at 31 July 2026 are provided in Attachment 1 (Note 10).

VOTING AND OTHER REQUIREMENTS

Simple Majority Required

DECISION MAKING AUTHORITY

Council



COUNCIL DECISION ITEM C2608-4
(Officer's recommendation)

Moved: Cr Pip Slaughter

Seconded: Cr Jemima Williamson-Wong

Council receive the Investment Report for the month ending 31 July 2026
as provided in Attachment 1.

Carried: 8 / 0

For:

Mayor Ben Lawver, Cr Geoff Graham, Cr Andrew Sullivan,
Cr Jemima Williamson-Wong, Cr Frank Mofflin, Cr Pip Slaughter,
Cr Melanie Clark and Cr Ingrid van Dorssen

Against:

Nil



Motion of which previous notice has been given

Nil.

Urgent business

Nil.

Late items

Nil.

Confidential business

Nil.

Closure

The Presiding Member declared the meeting closed at 8:58pm.