



Agenda

Strategic and General Services Committee

Wednesday 9 September 2026 6:00 pm



Notice of a Strategic and General Services Committee Meeting

Elected Members

A Strategic and General Services Committee meeting of the City of Fremantle will be held on **Wednesday 9 September 2026** in the Council Chamber (Bibbool Room) at the Walyalup Civic Centre, located at 151 High Street, Fremantle commencing at 6:00 pm.

A handwritten signature in black ink, appearing to be "M. Hammond".

Matt Hammond
Director City Business

2 September 2026



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Official opening, welcome and acknowledgement

Ngala kaaditj Whadjuk moort keyen kaadak nidja Walyalup boodja wer djinang
Whadjuk kaaditjin wer nyiting boola yeye.

We acknowledge the Whadjuk people as the traditional owners of the greater Fremantle/Walyalup area and we recognise that their cultural and heritage beliefs are still important today.

Attendance, apologies and leave of absence

Attendance

Apologies

There are no previously received apologies.

Leave of absence

There are no previously received leave of absence.

Applications for leave of absence

Elected members may request leave of absence.

Disclosures of interest by members

Members must disclose any interests that may affect their decision-making. They may do this in a written notice given to the CEO or at the meeting.

Responses to previous public questions taken on notice

There are no responses to public questions taken on notice at a previous meeting.

Public question time

Members of the public have the opportunity to ask a question or make a statement at council and committee meetings during public question time. Further guidance on public question time can be viewed [here](#), or upon entering the meeting.



Petitions

Petitions may be tabled at the meeting with agreement of the presiding member.

Deputations

A deputation may be made to the meeting in accordance with the City of Fremantle Meeting Procedures Policy.

Presentations

Elected members and members of the public may make presentations to the meeting in accordance with the City of Fremantle Meeting Procedures Policy.

Confirmation of minutes

OFFICER'S RECOMMENDATION

The Strategic and General Services Committee confirm the minutes of the Strategic and General Services Committee meeting dated 12 August 2026.

Committee member communication

Members may ask questions or make personal explanations on matters not included on the agenda.



Reports and recommendations from officers Committee delegation

SGSC2609-1 RESPONSE TO PETITION - TRAFFIC CALMING MEASURES FOR HOPE STREET, WHITE GUM VALLEY

Meeting date:	Wednesday 9 September 2026
Responsible officer:	Manager Infrastructure Engineering
Voting requirements:	Simple Majority Required
Decision making authority:	Committee
Attachments:	Nil

SUMMARY

At the Ordinary Meeting of Council held on 22 October 2025 Cr Fedele Camarda presented a petition titled "Traffic Calming Measures for Hope Street, White Gum Valley", signed by approximately 41 residents. The petition requested:

That the Council:

- Review and consider implementing suitable traffic calming solutions (for Hope Street, White Gum Valley); and***
- Provide a formal written response or meeting opportunity to discuss next steps with the community.***

This report recommends that Council:

- 1. Acknowledge the petition requesting traffic calming measures on Hope Street, White Gum Valley.**
- 2. Note that the provision of traffic calming devices or a 40km/h speed zone on Hope Street, White Gum Valley will be considered in the development of the 5-year program to reduce vehicle speeds across the City, and be assessed as part of the City's annual budget process.**
- 3. Note that the lead petition organiser will be advised of the outcome.**

BACKGROUND

At the Ordinary Meeting of Council held on 22 October 2025 Cr Fedele Camarda presented a petition titled "Traffic Calming Measures for Hope Street, White Gum Valley", signed by approximately 41 residents. The petition requested:

That the Council:

- Review and consider implementing suitable traffic calming solutions (for Hope Street, White Gum Valley); and***



- *Provide a formal written response or meeting opportunity to discuss next steps with the community.*

The petition was accepted by the Chief Executive Officer, to be addressed by relevant officers.

A written response was provided to the lead petitioner by email on 28 January 2026. The response advised that the City had undertaken traffic speed monitoring on Hope Street and assessed the results against the criteria in the City's Traffic Calming Policy. It also advised that a speed-feedback radar sign had been placed on Hope Street to remind drivers of their travelling speed. The assessment found that Hope Street did not meet the policy warrants for the installation of traffic calming devices.

In the interim, further requests from the petitioner have been received requesting traffic calming solutions and seeking a formal written response; officer's present this report for Council consideration of the matter.

FINANCIAL IMPLICATIONS

As part of the City's budget planning process, all verified project proposals relating to traffic calming will be formulated into projects and programs of work for inclusion into the City's forward works 10 Year Plan for consideration and approval as part of the annual budget process.

There are no financial impacts associated with the officer recommendation.

LEGAL IMPLICATIONS

Nil

STRATEGIC IMPLICATIONS

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

Liveable City - Connected city

- Streets are well connected, and it is easy and safe for pedestrians and cyclists to move within neighbourhoods and between key destinations and precincts.

CONSULTATION

At the 24 July 2024 Ordinary Council Meeting, Council adopted two council policies: the Traffic Calming policy and the Narrow Streets Safe Access policy (Item C2407-14). Both policies included extensive community consultation from 29 November 2023 to 16 February 2024 through the City's Safe and Functional Streets public engagement program.



OFFICER COMMENT

The City appreciates the community's ongoing interest in road safety and remains committed to monitoring conditions and delivering improvements where they are most needed and supported by evidence.

As part of its investigation into the petition, the City undertook traffic speed monitoring on Hope Street and assessed the results against the criteria in the City's Traffic Calming Policy. A speed-feedback radar sign was also placed on Hope Street as a driver-awareness measure to remind motorists of their travelling speed.

In order to assess the need for traffic calming in Hope Street traffic speeds were assessed using the 85th percentile speed of vehicles travelling on the road. This represents the speed which 85% of vehicles are travelling at or below and is a measure that is widely used in traffic engineering to assess operating speeds and changes in driver behaviour.

The results indicated that the 85th percentile speeds are approximately 53 km/h eastbound and 32 km/h westbound. While the eastbound result is slightly above the posted 50 km/h speed limit, the street does not currently meet the warrants for the installation of traffic calming devices under the City's adopted policy.

The City will continue to monitor traffic conditions on Hope Street, and should speeds increase significantly in the future, a reassessment can be undertaken.

In addition to the above Council recently considered a report in relation to the 40km/h speed zone trial in Hilton at the Strategic and General Services Committee of 12 August 2026 and resolved in part as follows:

- 2. Requests the CEO to develop a 5-year program to implement measures to reduce vehicle speeds across the City via the following methods;**
 - a. The introduction of physical traffic calming treatments in areas that qualify for grant funding; and**
 - b. The introduction of 40km/h area-wide speed zones in areas that are unlikely to qualify for traffic treatment funding in the short to medium term; and**
 - c. The above 5-year program be added to the forward planning schedule for consideration as part of the annual budget process.**



In accordance with the above resolution Hope Street will be considered for traffic calming or the introduction of a 40km/h speed zone as part of the proposed 5-year program.

VOTING AND OTHER REQUIREMENTS

Simple Majority Required

DECISION MAKING AUTHORITY

Strategic and General Services Committee under delegation 1.1 of the City of Fremantle Delegated Authority Register.

OFFICER'S RECOMMENDATION

Council:

- 1. Acknowledge the petition requesting traffic calming measures on Hope Street, White Gum Valley.**
- 2. Note that the provision of traffic calming devices or a 40km/h speed zone on Hope Street, White Gum Valley will be considered in the development of the 5-year program to reduce vehicle speeds across the City, and be assessed as part of the City's annual budget process.**
- 3. Note that the lead petition organiser will be advised of the outcome.**



SGSC2609-2 RESPONSE TO PETITION - ROAD MARKING IN SOUTH FREMANTLE

Meeting date:	Wednesday 9 September 2026
Responsible officer:	Manager Infrastructure Engineering
Voting requirements:	Simple Majority Required
Decision making authority:	Committee
Attachments:	Nil

SUMMARY

At the Ordinary Meeting of Council held on 22 July 2026 Cr Andrew Sullivan presented a petition titled "Road Marking in South Fremantle", signed by approximately 18 residents. The petition requested:

The City expand yellow line road markings in South Fremantle in a more consistent manner to prevent dangerous traffic, solve frustrating parking problems and maintain emergency and waste access.

The petition highlighted the following areas, which border South Street and South Terrace:

- a. Attfield Street;**
- b. Francisco Street;**
- c. Gold Street; and**
- d. Nelson Street**

The petition was accepted by the Chief Executive Officer, to be addressed by relevant officers.

This report recommends that Council:

- 1. Acknowledge the petition requesting parking (yellow line) and traffic modifications in South Fremantle.**
- 2. Supports the officer's proposal to implement yellow line marking to the locations as detailed in this report.**
- 3. Note that Officers shall assess options in respect to introducing time-restricted parking in the surrounding area *(to discourage vehicles from being left in residential streets for extended periods.)***
- 4. Note that the lead petition organiser will be advised of the outcome.**

BACKGROUND

At the Ordinary Meeting of Council held on 22 July 2026 Cr Andrew Sullivan presented a petition titled "Road Marking in South Fremantle", signed by approximately 18 residents. The petition requested:



The City expand yellow line road markings in South Fremantle in a more consistent manner to prevent dangerous traffic, solve frustrating parking problems and maintain emergency and waste access.

The petition highlighted the following areas, which border South Street and South Terrace:

- e. Attfield Street;
- f. Francisco Street;
- g. Gold Street; and
- h. Nelson Street

The petition was accepted by the Chief Executive Officer, to be addressed by relevant officers.

The petition, which expressed concerns of narrow streets, lack of visibility and access, and near-accidents, specifically asked the following:

- Francisco Street - existing section of yellow line between the Gold and Silver Street intersections to be extended from the Francisco Street/Gold Street corner to the Francisco Street/South Street corner, on the eastern side of the street, and around the corner into South Street by a safe margin
In addition, that the stop sign currently position near that corner (in South St) be changed to a No Parking sign and moved 15 m away from the corner, in alignment with existing South St/Attfield St road markings & signage.
- Attfield/Gold Streets corner - new yellow line road markings around both the North-West and South-West corners of the Attfield/Gold Street T-junction.
- Attfield/Nelson Streets corner - an extension of the existing yellow line marking on the South-West corner of Nelson/Attfield Streets.
- For the City of Fremantle to lobby the Main Roads Department for a proposed lowering of the maximum speed for traffic on South Street (between the Hampton Road and Marine Terrace traffic lights) from 60km/hr to 40 km/hr.
- For the City of Fremantle to liaise with the Avis and Budget Car Rental business at 103 Hampton Road, South Fremantle in regard to parking on narrow streets.

Location of the additional yellow lines are shown in the image below.



FINANCIAL IMPLICATIONS

The cost for installation of the yellow lines will be expended from the City's annual operational budget.

LEGAL IMPLICATIONS

Nil

STRATEGIC IMPLICATIONS

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

Liveable City - Connected city

- Streets are well connected, and it is easy and safe for pedestrians and cyclists to move within neighbourhoods and between key destinations and precincts.

CONSULTATION

At the 24 July 2024 Ordinary Council Meeting, Council adopted two council policies: the Traffic Calming policy and the Narrow Streets Safe Access policy (Item C2407-14). Both policies included extensive community consultation from 29 November 2023 to 16 February 2024 through the City's Safe and Functional Streets public engagement program.



OFFICER COMMENT

Officers appreciate the time taken by residents to raise these concerns. Officers have carefully considered the requests and would respond as follows:

Parking restrictions – eastern side of Francisco Street

The City intends to introduce a No Stopping restriction along the eastern side of Francisco Street, between Gold Street and South Street, generally as requested in the petition.

Before installing the line marking and associated signage, the City will undertake a letter drop to notify affected residents of the proposed works.

Yellow No Stopping line marking at intersections

The City supports installing additional yellow No Stopping line marking at the Attfield Street and Gold Street intersection and extending the existing line marking at the Attfield Street and Nelson Street intersection, as identified in the petition and accompanying map.

These works will be referred to the City's depot for completion, subject to operational scheduling and resource availability.

Proposed reduction of the South Street speed limit

South Street functions as a distributor road within the local road network and was reduced from 60km/h to 50km/h in July 2021. The existing 50 km/h speed limit is considered appropriate for the road's function and the volume of traffic it carries.

The most recent traffic data indicates an 85th percentile speed of approximately 47 km/h, which is below the posted speed limit. On this basis, there is no current indication of a general speeding issue that would warrant seeking a further reduction.

Accordingly, the City does not propose to request that Main Roads Western Australia reduce the speed limit to 40 km/h at this time and recommends retaining the existing 50 km/h limit.

Hire vehicles in surrounding residential streets

Officers met with the car hire operator at 103 Hampton Road and requested that suitable off-street parking arrangements be established for overflow vehicles and after-hours returns. Several options were proposed, including access to City car parks via commercial parking permits. To date, the operator has not implemented any measures to address the issue.



In lieu of the issue not being resolved directly with the business, officers are assessing the ability to introduce time-restricted parking in the surrounding area to discourage hire vehicles from being left in residential streets for extended periods. As part of this process, the City will engage with residents and undertake a residential parking survey to seek feedback on any proposed parking restrictions.

Any proposed changes will be considered based on the survey results and the level of support from impacted residents before being implemented. If time restrictions are implemented, eligible residents will be able to apply for Resident Parking Permits, allowing them to park beyond the applicable time restriction in accordance with the City's parking permit conditions. Information about future permit eligibility will be shared with residents at the time of the survey.

VOTING AND OTHER REQUIREMENTS

Simple Majority Required

DECISION MAKING AUTHORITY

Strategic and General Services Committee under delegation 1.1 of the City of Fremantle Delegated Authority Register.

OFFICER'S RECOMMENDATION

Council:

- 1. Acknowledge the petition requesting parking (yellow line) and traffic modifications in South Fremantle.**
- 2. Supports the officer's proposal to implement yellow line marking to the locations as detailed in this report.**
- 3. Note that officers shall assess options in respect to introducing time-restricted parking in the surrounding area (to discourage vehicles from being left in residential streets for extended periods.)**
- 4. Note that the lead petition organiser will be advised of the outcome.**



SGSC2609-3 DRAFT CLIMATE ACTION FRAMEWORK

Meeting date:	Wednesday 9 September 2026
Responsible officer:	Manager City Design
Voting requirements:	Simple Majority Required
Decision making authority:	Committee
Attachments:	1. Draft Climate Action Framework

SUMMARY

The purpose of this report is to seek support for the draft Climate Action Framework (Attachment 1) prepared by the City of Fremantle (the City) to establish the overall vision, principles and priorities for the City's climate action and sustainability initiatives. The draft Climate Action Framework is intended as a corporate document that provides the strategic architecture connecting the priorities of the Strategic Community Plan and existing Council commitments regarding the Climate Emergency and Net Zero; to action plans, strategies and policies either existing or undergoing development within the City.

BACKGROUND

In 2024, Council resolved to conclude its affiliation with One Planet Living and prepare an alternative sustainability strategy. The intent to develop a new sustainability strategy to replace One Planet Living was confirmed through the Community Emissions Working Group 2025.

It was intended that the new strategy be bespoke to the City of Fremantle and respond to existing Council commitments, including:

- WALGA Climate Change Declaration, 2019
- Climate Emergency Position Statement, 2021
- Commitment to Net Zero by 2050, 2023
- Strategic Community Plan, 2024-2034

The strategy would provide strategic guidance to prioritise, rationalise and integrate sustainability decision-making across the organisation. It would also provide more emphasis on climate change mitigation and adaptation, specifically carbon emission reduction at both the corporate level and in the community.

FINANCIAL IMPLICATIONS

Nil



LEGAL IMPLICATIONS

Nil.

STRATEGIC IMPLICATIONS

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

Resilient City – An educated and empowered community that seeks to mitigate the causes and effects of climate change

- 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

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

CONSULTATION

The draft Climate Action Framework (the Framework) follows on from the community intent reflected in the Strategic Community Plan, notably to target corporate and community carbon emission reduction. As a corporate document, internal consultation has been undertaken to guide development of the Framework taking account of existing and proposed actions and strategies.

OFFICER COMMENT

The Framework has been developed, supporting the priorities outlined in the Strategic Community Plan and existing Council commitments such as Net-Zero by 2050. The Framework (Attachment 1) has a corporate function, establishing the City's overarching vision, decision-making principles and thematic structure for climate action and sustainability. It is guided by international and Federal commitments, as well as clear local community interest.

A feature of the Framework is its structure which enables alignment with the Strategic Community Plan's (SCP) priority themes of Liveable City, Thriving City, Creative City, Resilient City and Inclusive City. This acknowledges that climate action and sustainability initiatives are relevant across multiple key theme areas and activities of the City. This also provides direct 'line of sight' between the priorities of the SCP, the desired outcomes of the Framework, and the actions undertaken by the City. The Framework formalises the principles and approach



that the City has been using in recent times to coordinate climate and sustainability actions and initiatives (e.g. the Community Emission Reduction Actions), and ensure they align with the City's major commitments and SCP priorities.

Rather than a detailed strategy document, the Framework aims to give practical guidance to achieve the overarching vision, providing the strategic architecture under which more detailed, theme-specific strategies, policies and action plans can be developed, endorsed and reviewed on their own timelines. It builds on the work already being delivered across the City, while aiming to solidify our position and identity as a sustainability-centric and climate-sensitive city. The Framework covers both organisational and community-focused objectives.

An annual Action Plan will subsequently be developed in consultation with the City's internal Sustainability Steering Group, prioritising deliverables that align with the key themes and desired outcomes of the Framework. Annual reporting against the Action Plan will be delivered to Council and communicated with the community. The draft Framework is provided in Attachment 1 for review and consideration.

VOTING AND OTHER REQUIREMENTS

Simple Majority Required

DECISION MAKING AUTHORITY

Strategic and General Services Committee under delegation 1.1 of the City of Fremantle Delegated Authority Register.

OFFICER'S RECOMMENDATION

Council:

- 1. Endorse the draft Climate Action Framework as provided in Attachment 1.**
- 2. Note that the endorsed Climate Action Framework will be used to develop theme-specific strategies, policies and action plans for future consideration and endorsement.**



SGSC2609-4 SUSTAINABILITY PROGRAM UPDATE

Meeting date:	Wednesday 9 September 2026
Responsible officer:	Manager City Design
Voting requirements:	Simple Majority Required
Decision making authority:	Committee
Attachments:	1. CEWG Actions Shortlist 2026

SUMMARY

The purpose of this report is to provide an update on the sustainability program and report on the community and corporate emission reduction actions.

This report recommends that Council note the progress on the City's Community and Corporate Emission Reduction Actions, endorse the proposed Community Emission Reduction Actions for the 2026/2027 Financial Year, and note the reporting on the Life Cycle Assessment pilot program and the intent to update LPP 2.13 with a sustainability checklist through the scheme renewal process.

BACKGROUND

Following Council endorsement in August 2025, four priority actions to support community emission reduction were identified. The actions were:

- Advocate to Fremantle Ports and its users/ providers regarding their opportunities to reduce emissions and pollution and improve air quality in their operations. These opportunities include supporting the Clean Freight for Freo Initiative and encouraging the electrification of cruise ship terminals.
- Advocate for the creation of a Free Transit Zone in the Fremantle City Centre.
- Implement the Safe Active Streets program and improvements to the City's bike network to make cycling and walking safer and more accessible.
- Support the community to Electrify Everything through partnerships with Rewire Australia and becoming part of the Electric Communities Network.

These were guided through the internal Sustainability Steering Group (SSG), which ensured collaboration, accountability and delivery across City teams. The SSG is a contingent of City staff with representation from across all directorates, meeting roughly once every two months.



In May 2025, a life-cycle analysis (LCA) tool was approved by Council for a 6-month trial. The LCA pilot program was intended to support community emission reduction, enabling developments to measure the environmental impact of their DA and subsequently reduce operating costs of the build. The trial was implemented for an initial 6-month period, available on a voluntary basis, at no-cost to the applicant.

The recommendation noted that on conclusion of the pilot program, the following be brought back to Council for further consideration:

- a. Findings from the pilot program and any suggested changes;
- b. New/amended policy to formally embed an LCA tool into the development assessment process, for the purposes of community consultation.
- c. Options around phasing, costs and future fees.

While supporting emissions reduction across the community space, the City has also been working towards reducing corporate emissions, ensuring appropriate action to meet our Net Zero commitment. Recommendations outlined in the (Carbon Emission Reduction Strategy) CERS were evaluated, applying a multi-factor analysis considering carbon impact, complexity and cost. Through this process the City supported the following actions for prioritisation over the next 12 months:

- Gas transition and energy optimisation at the Fremantle Leisure Centre
- Investigate solar battery opportunity at Walyalup Civic Centre
- Install solar photo voltaic energy system at WFAC
- Explore LED lighting opportunities at key carpark sites and public open space.

This report will provide an update on these actions and outline next steps.

FINANCIAL IMPLICATIONS

Approximately \$40,000 has been set aside to support Community Emission Reduction Actions implementation, on an annual basis. In addition, \$20,000 was committed for the LCA pilot program from the 2025/26 operating budget. The actions of the CERS are funded out of existing City programs.

LEGAL IMPLICATIONS

Nil.

STRATEGIC IMPLICATIONS

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



Resilient City – An educated and empowered community that seeks to mitigate the causes and effects of climate change

- 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

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

CONSULTATION

Nil

OFFICER COMMENT

Community Emission Reduction Actions

2025/26 Action Summary		
Action	Update	Next steps
Fremantle Port Authority Advocacy	Advocacy has been provided through written communication with the Fremantle Port Authority and ongoing dialogue via numerous engagements and meetings.	N/A
Free Transit Zone Advocacy	Advocacy has been provided through written communication with the Public Transport Authority (PTA) and ongoing dialogue via numerous engagements and meetings. A Free Transit Zone was confirmed in October 2025 along South Terrace between Douro Road and the Fremantle Station as part of the Fremantle Traffic Bridge closure.	N/A



Safe Active Streets program	\$30,000 was committed to support the program. Traffic counters purchased as part of a broader focus on monitoring and improving the safety of Hampton Road for all users, with a focus on safe active transport improvements.	Continue to support safe active transport and greater participation in active transport. Carry action forward with emphasis on supporting Bike Plan implementation.
Electrify Everything partnership	12-month sponsored partnership confirmed. Agreement to deliver a minimum of four (4) community workshops	Ensure delivery partnership agreement items. Consider extension of partnership following 12-month review. Build opportunities for further support for community electrification.

Fremantle Port Authority Advocacy:

A breakdown of total carbon emissions within the Fremantle area shows that industrial and commercial operations are the largest emitting sector, the Fremantle Port being one of the most significant contributors. The Fremantle Port Authority (FPA) has a program of carbon emission initiatives focused on Scope 1 and Scope 2 (direct) emissions reduction. This includes transitioning to renewable energy, upgrading port lighting to LEDs, and transitioning fleet and heavy equipment to electric, low-emission and battery power. As with the City, the FPA's largest and most challenging emissions to reduce are Scope 3 (indirect) emissions stemming from the major supply chains and logistics companies that interact with the Port. Advocacy has been provided through written communication with the Fremantle Port Authority and ongoing dialogue via numerous engagements and meetings, including the Fremantle Waterfront Coordination Committee. This dialogue will continue to ensure there continues to be information sharing between the City and FPA regarding carbon emission reduction initiatives.

Free Transit Zone Advocacy:

Advocacy has been provided through written communication with the Public Transport Authority (PTA) and ongoing dialogue via numerous engagements and meetings. A Free Transit Zone was confirmed in October 2025 along South Terrace between Douro Road and the Fremantle Station as part of the Fremantle Traffic Bridge closure.

Safe Active Streets program and bike network improvements:

\$30,000 was committed to support the program in 2025/2026. Traffic counters were purchased as part of a broader focus on monitoring and improving the safety of Hampton Road for all users, with a focus on safe active transport



improvements. It is recommended that support for the program continue this year to provide further support for active transport initiatives, particular to support the objectives of the City's Bike Plan which is currently being developed.

Electrify Everything partnership:

In April 2026, the City entered into a 12-month community partnership with Electrify Everything WA (EEWA). A Memorandum of Understanding was executed between both parties, outlining objectives, roles and responsibilities.

EEWA has already delivered one community workshop in June, which was well attended and received positive feedback from community attendees. Another workshop is being planned, with the aim to develop a self-sufficient Electrify Everything community in Fremantle.

An online brochure was developed to communicate the City's priorities in this space, and provide educational tips around emission reduction in the household. The brochure can be found on the City's website.

Proposed 2026/27 Actions

Actions for the 2026/27 financial year are proposed, extending two of the previous endorsed actions into another year, and adding a further two actions drawn from the actions shortlist developed in 2025 (Attachment 1) with the Community Emissions Working Group. Collectively, the actions align closely with the draft Climate Action Framework and the City's prioritisation of carbon emission reduction, climate leadership and active transport. The language of the 2025 Actions shortlist has been refined in the table below outlining the 2026/27 proposed actions.

2026/27 Proposed Actions	
Action	
Support community-led climate action through grants focused on youth participation and community engagement	Support the City's existing community greening grants process with additional funding support.
Update the City's website, establishing a central source of sustainability information and resources	Include information on emission reduction opportunities, education resources, grants and funding opportunities, meet ups, groups, events and news.
Support the Safe Active Streets program and Bike Plan implementation	Continue to support safe active transport and greater participation in cycling by funding implementation of emerging Bike Plan priorities.



Promote household electrification in the Fremantle Community.	Ensure deliverables of Electrify Everything partnership are met. Consider extension of partnership following 12-month review. Support Electrify Everything to expand community engagement and outreach opportunities. Promote electrification opportunities through renewal of the City's local planning policies.

City Greening

The City is proposing expanded support for existing community greening programs and events, with the goal of ensuring a climate-sensitive city. This will help drive benefits of carbon sequestration, air quality improvement, and increasing natural cooling and shading, while supporting the City's biodiversity objectives and promoting community engagement and participation.

Community Emission Reduction Actions Implementation

The Sustainability Steering Group will continue to oversee the ongoing delivery of these actions. While these measures are not expected to result in immediate reductions in community-wide emissions, progressing through a staged approach is essential to establish the foundations needed to achieve meaningful outcomes over time. Building community awareness, engagement and empowerment is an important aspect of the Community Emission Reduction Actions in addition to direct carbon emission mitigation.

Lifecycle Analysis Pilot Program

Action	Outcome	Recommendation
LCA tool trialed for 12 months	Minimal uptake (only 2/20 credits used). Limited opportunity for emission reduction	Review ESD LPP and explore opportunities to increase emission reduction and positive environmental outcomes

Following its initial six-month trial period, the LCA tool had been used by community members on only two occasions. Notably, both uses were by the same local architect for two separate projects. Despite promotion through City channels, direct stakeholder engagement, and efforts by City Planning staff to promote the program to eligible development application (DA) customers, the program experienced limited uptake and proved challenging to engage the target audience. City staff decided to extend the trial for a further 6 months and expand the



eligibility criteria from single stand-alone dwellings to include significant additions (over 80sqm). A further push on communications and promotions was run, however, the City received no further use of the LCA tool.

Engagement with Cerclos (owners of the LCA software) suggested that the City engage consultant services to develop further communications material, similar to City of Vincent. These services would likely be an additional \$10,000-\$20,000. While this would aide in some awareness raising, the emission reduction outcomes are limited given the still likely low take-up of the tool and overall does not present good value for money.

The City receives approximately 30-40 development applications (DAs) each year for single detached dwellings. Given the voluntary nature of the LCA tool, its potential to deliver meaningful emissions reductions is relatively limited when considered against the resources required to administer and promote the program. As an alternative, Planning and Sustainability staff have the intention to review the existing Environmentally Sustainable Design (ESD) Policy (2.13). The current Policy requires developments to achieve a minimum rating of 4-Star Green Star or equivalent; however, this approach has resulted in relatively limited environmental outcomes. A policy review would provide an opportunity to explore alternative planning measures that could deliver stronger and more meaningful environmental outcomes across a broader cross section of development. The favoured approach of the City at this time is to develop a checklist that is used at the DA stage to encourage integration of sustainability and climate responsive measures, particularly encouraging electrification, renewable energy, solar passive design, tree retention and considered material use.

There are opportunities, however, for the City to utilise the LCA tool for its own major construction projects which would likely result in significant benefits such as carbon emission reduction and operating cost savings.

Corporate Emission Reduction Actions

The 2022/23 carbon inventory reported total corporate emissions of 6,741 t/CO₂e across scopes 1,2 and 3. Scope 1 and 2 are classed as direct emissions, and relate directly to City operations, while Scope 3 are classed as indirect emissions, and are emissions absorbed by goods and services the city employs (supply chain emissions). While Scope 3 emissions make up the largest portion of the City's carbon portfolio, they are much harder to influence as it requires engagement, and large-scale shifts from third party providers.

For this reason, the City has chosen to focus on Scope 1 and 2 emissions, providing the City with more immediate scope to directly reduce emissions. Below is a summary of the 2022/23 carbon inventory:



	t/CO2e	Scope inclusion
Scope 1	962	Direct: Gas and Fuel consumption of city managed assets
Scope 2	360	Direct – offsite: Energy consumption at City managed assets
Scope 3	5,417	Indirect: Purchasing goods and servicing, waste processing

Current emission reporting is underway, however data from the 22/23 inventory and Carbon Emission Reduction Strategy has helped inform the City's action planning.

Targeting Scope 1 emissions provides the City with opportunities for immediate reduction. Of the 18 sites currently using gas, the Fremantle Leisure Centre (FLC) accounts for ~90% of City gas consumption, averaging over 7,500,000MJ gas annually and approximately 650 tonnes of CO2e. This presents an obvious opportunity for reduction opportunities however it was noted the FLC is an ageing asset nearing the end of its lifespan. Taking this into consideration as well as existing co-generation infrastructure, the City sought a feasibility study to inform an appropriate site-specific response.

Additional reduction actions were selected based on a multi-factor analysis considering carbon impact, cost effectiveness and deliverability.

Action	Update	Next steps
FLC gas transition	Feasibility study completed. Energy optimisation measures recommended for immediate implementation, resulting in potential 15-20% emission reduction onsite as well as strong financial returns (~3 year payback period). Full gas transition recommended in medium/long-term, aligning with asset lifecycle (~10 years).	Deliver recommendations for energy optimisation, including solar PV technical investigation, and roll out if feasible. Establish budgeting opportunities for future upgrades.
WCC Solar Battery	Consultant engaged to review and prepare options.	Consultant report expected in September. Next steps to be informed by report.
WFAC Solar PV	30kw solar PV system installed on main building in June. Aligned with heritage	Completed. Expected to offset daytime consumption of gallery lighting and office air conditioning.



	requirements and not visible from street level.	
LED lighting – site upgrades	Collie St and Essex St upgrading from 150w MH to 22w LED. Off-grid solar lights at Quarry St and South Beach overflow carparks.	Leisure Centre car park to be upgraded to solar lights by end-of-year.
LED lighting – streetlighting (WP)	Infrastructure team to investigate feasibility of supplementing upgrade of Western Power Streetlights, to achieve emission reduction	Infrastructure to engage consultant prepare an updated options study.

VOTING AND OTHER REQUIREMENTS

Simple Majority Required

DECISION MAKING AUTHORITY

Strategic and General Services Committee under delegation 1.1 of the City of Fremantle Delegated Authority Register.

OFFICER'S RECOMMENDATION

Council:

- 1. Note the progress on the City's Community and Corporate Emission Reduction Actions, as provided in this report.**
- 2. Endorse the proposed Community Emission Reduction Actions for the 2026/2027 Financial Year, based on the previously shortlisted actions, including:**
 - a. Support community-led climate action through grants focused on youth participation and community engagement**
 - b. Update the City's website, establishing a central source of sustainability information and resources**
 - c. Support the Safe Active Streets program and Bike Plan implementation**
 - d. Promote household electrification in the Fremantle Community.**
- 3. Note the reporting on the Life Cycle Assessment pilot program and the intent to update LPP 2.13 with a sustainability checklist through the scheme renewal process.**



Council decision

SGSC2609-5 DRAFT COUNCIL POLICY - GRANTS AND SPONSORSHIP

Meeting date:	Wednesday 9 September 2026
Responsible officer:	Manager Community Development
Voting requirements:	Simple Majority Required
Decision making authority:	Council
Attachments:	1. Draft Council Policy - Grants and Sponsorships 2. Rates Exemptions and Community Group Rates Concessions Guidelines 2026/27 3. Current Council Policy - Grants and Sponsorship Youth Grants
Additional Information: <i>(viewed electronically)</i>	

SUMMARY

This report presents two related governance documents for Council consideration:

- the revised Grants and Sponsorships Policy for adoption; and
- the Rates Exemptions and Community Group Rates Concessions Guidelines 2026/27 for endorsement.

The revised policy replaces the 2021 Grants and Sponsorship Policy. It establishes a streamlined, principles-based framework for all discretionary financial assistance provided by the City, including grants, sponsorships, donations, rebates, in-kind support, fee waivers and rates concessions.

The Rates Concessions Guidelines establishes a new program framework for assessing and allocating concessions to eligible community groups and organisations. Rates concessions are proposed to sit within the Grants and Sponsorships Policy framework as a program with its own guidelines, assessment criteria and reporting requirements.

This report recommends that Council adopt the revised Grants and Sponsorships Council Policy (Attachment 1) and endorse the Rates Exemptions and Community Group Rates Concessions Guidelines 2026/27 (Attachment 2).



BACKGROUND

Grants and Sponsorship Policy

The City's Grants and Sponsorship Policy was adopted by Council in May 2021 (FPOL2105-7) and subsequently amended in November 2021 and September 2023. The policy is now due for review.

A review of the policy was undertaken in 2025/26 using a cross-organisational working group comprising officers from Governance, Finance, Community Development, Economic Development and Events, Arts and Culture, and Circular Economy. The review identified:

- The previous policy had become difficult to navigate for community groups, officers and elected members, with detailed program rules embedded in the policy itself rather than in more accessible program guidelines.
- There was no consistent framework for how different forms of City support, including fee waivers and rates concessions were assessed and reported alongside each other.
- The policy did not reflect the City's existing practice of providing multi-year funding to some community partners, leaving those arrangements without a clear policy basis.
- Program guidelines could not be updated to respond to community needs without returning to Council, reducing the City's ability to be responsive.

Rates Concessions for Community Groups and Clubs

The City currently provides rates concessions to several community groups and organisations under section 6.47 of the *Local Government Act 1995*. However, the current approach does not include a consistent assessment framework. This creates ambiguity about eligibility, limits certainty for community groups, and makes it difficult to demonstrate that decisions are made equitably and in the best interests of the community.

Officers propose that rates concessions sit within the Grants and Sponsorships Policy framework as a program with its own guidelines.

FINANCIAL IMPLICATIONS

In the 2024-25 financial year the City provided approximately \$786,000 in cash grants and sponsorships and \$15,000 in in-kind support, totalling approximately \$801,000 in discretionary financial assistance. Rates concessions of approximately



\$211,872 sit separately in the Budget. Combined total City discretionary community investment is approximately \$1 million per annum.

Adoption of the revised policy does not in itself create any new financial commitments. All programs remain subject to the City's annual budget process.

Endorsement of the Rates Concessions Guidelines does not grant any individual concession. Rates concessions are reported alongside other forms of City support to give Council visibility of the full picture of investment per organisation.

Major Concession Partnership decisions will be presented to Council for separate approval by absolute majority as required under section 6.47 of the Local Government Act 1995 and will continue to be adopted through the annual budget process for the life of the agreement. Basic Capped Concession recommendations that fall outside the annual budget process will also be presented to Council for separate approval by absolute majority. All concession decisions within the annual budget process are adopted collectively through that process, which is itself approved by the absolute majority.

LEGAL IMPLICATIONS

The Grants and Sponsorships Policy is a Council policy adopted under the *Local Government Act 1995* and regulations.

Fee waivers are made in accordance with the *Local Government Act 1995* and the City's Register of Delegated Authority.

Rates concessions are made under section 6.47 of the *Local Government Act 1995*. Section 6.47 requires an absolute majority of Council to waive a rate or service charge or to grant other concessions in relation to a rate or service charge.

A statutory rates exemption under section 6.26 of the *Local Government Act 1995* is a legislative determination that land is non-rateable. Rates exemptions are distinct from discretionary rates concessions and are excluded from the scope of the Grants and Sponsorships Policy. Applications for rates exemptions continue to be assessed by the City's Rates team against the legislative criteria.



STRATEGIC IMPLICATIONS

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

Liveable City - Liveable and socially connected neighbourhoods

- Community-led clubs and groups allow for social inclusion and connection across our neighbourhoods.
- Community participation is encouraged through spaces that enable social connection.
- Fremantle's diverse cultural heritage is reflected through a broad range of community celebrations and traditions.

Liveable City - Functional and inclusive recreational facilities

- Sporting clubs have access to facilities and greenspace that meet the needs of a broad range of sporting codes and skill levels.
- The community can participate in a diverse and affordable range of sporting and recreational pursuits.

Liveable City - A unique built heritage and history that is preserved, protected and shared

- We value and share both stories, First Nations first and then post-colonial.

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.

Thriving City - A resilient seven-day economy

- City centre visitation extends beyond the weekend peak.
- A City with a diverse range of unique, resilient and sought-after businesses and attractions.
- A vibrant high street environment attracts and supports unique and independent businesses.

Thriving City - A thriving and supportive ecosystem for start-ups and small businesses

- Fremantle is recognised as a hotspot for creativity and innovation with a strong network of support for start-up ventures and small businesses.

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.



Creative City – 50,000 years of First Nations culture and heritage is recognised, celebrated and embraced

- A 'First Nations First' approach informs the design of our key programming areas.
- Commitment to advancing reconciliation and truth telling.

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.
- An annual calendar of homegrown and independent events are delivered in collaboration with the State Government, neighbouring local governments, and arts and culture organisations.

Resilient City – Availability of services and support for the most vulnerable members of the community

- Access to programs that connect vulnerable community members to services and support.
- Strong partnerships with relevant State Government agencies and service providers.
- A caring community supports, protects and accepts those who are most vulnerable.

Inclusive City – A clear and respectful path towards reconciliation and truth telling for First Nations people

- A reconciliation action plan (RAP) drives authentic two-way engagement with Whadjuk people, the traditional owners of the greater Walyalup area.

Inclusive City – A safe and accessible community for all abilities

- Equitable events and programming enable participation in community life.

CONSULTATION

The review of the Grants and Sponsorships Policy was undertaken through a cross-organisational working group comprising officers from Community Development, Governance, Finance, Economic Development and Events, Arts and Culture, and Circular Economy. All program guidelines were reviewed and tested against the proposed policy framework.

The draft policy and Rates Concessions Guidelines were presented to an Informal Elected Members meeting 19 August 2026 to seek feedback prior to Council consideration. Feedback from that meeting has been considered by officers in preparing this report.



Program officers with direct responsibility for administering grants and sponsorship programs were consulted on the operational implications of the policy changes. Key implementation dependencies identified through that consultation, including the development of an in-kind rates card and a central register for verifying total City support per organisation, have been noted and will be progressed ahead of the guidelines being finalised.

Community consultation was not required for the adoption of the Grants and Sponsorships Policy or endorsement of the Rates Concessions Guidelines, as these are administrative governance documents. The reporting and accountability requirements introduced for recipients of City financial assistance are proportionate to the level of funding provided and consistent with standard practice for local government grants frameworks.

Community groups currently receiving rates concessions have not been individually consulted on the proposed Community Rates Concession Guideline. The proposed framework is designed to ensure no current recipient is worse off. Individual communications to affected groups will be undertaken following Council endorsement.

OFFICER COMMENT

The revised policy delivers four key improvements:

1. A simplified three tier structure organises all City financial assistance based on total support value, with detailed program requirements moved to individual program guidelines. This allows programs to be updated responsively without returning to Council while the overarching policy framework remains stable.
2. Total City support per organisation including cash grants, in-kind contributions, and fee waivers must now be assessed as a combined figure, with Council approval required where that combined value exceeds \$50,000. Rates concessions are reported alongside other forms of City support to give Council visibility of the full picture of investment per organisation, but do not count toward the \$50,000 threshold. Fee waivers are included with clear requirements for approval, valuation and reporting.
3. Multi-year funding agreements of up to three years are formally recognised, consistent with existing practice and subject to annual budget appropriation.



4. The revised policy provides the overarching governance framework for the full suite of the City's discretionary financial assistance programs, summarised in the table below. All programs and their guidelines will be publicly accessible through a dedicated grants and sponsorships page on the City's website, providing community members with a single point of access to funding opportunities across the organisation.

Program name	Department / Team	Description	Application period	Support type
Community and Youth Grants	Community Development	Supports youth and community initiatives and programs	Two annual application rounds	Monetary
Community Donations	Community Development	Provides small donations to community groups and organisations	Ongoing until funding exhausted	Monetary
Sporting Club Sponsorships	Community Development	Supports local sporting clubs and organisations	Two annual application rounds	Monetary
Youth Athlete Scholarships	Community Development	Assists local athletes with travel and development opportunities	Two annual application rounds	Monetary and in-kind
Community Partnerships	Community Development	Partnerships with local groups providing significant community value or projects (e.g. Imagined Futures, Men's Shed, Surf Life Saving Club)	No formal application window	Monetary
Positive Ageing Assistance	Community Development	Supports initiatives promoting positive ageing in the community	Ongoing until funding exhausted	Monetary



Small Business Grants Program	Economic Development & Events	Funded by the City, supported by Fremantle Chamber of Commerce. Supported up to 50 visitor-facing businesses with grants of up to \$2,000 to deliver coordinated, business-led marketing in partnership with a City-appointed agency. Aims to maintain strong visibility and positive sentiment during the 2026 traffic bridge construction.	Round 1: 1 Dec 2025 - 16 Jan 2026; Round 2: June-July 2026	Monetary
Event Sponsorship Program	Economic Development & Events	Supports events and initiatives that align with Fremantle's strategic goals: enhance cultural identity, increase tourism and boost economic growth, support engagement and appeal to wider community, support accessible/inclusive/sustainable event practices, support innovation and creativity	Ongoing	Monetary ; Value in-kind (reduction of fees and charges)
Sponsorships	Economic Development & Events	Strategic partnerships that are highly tailored, with objectives, deliverables, benefits and investment structures unique to each organisation and negotiated on a case-by-case basis	No formal application window	Monetary
Street Party Sponsorship Program	Economic Development & Events	Helps residents host safe, welcoming street parties by reducing some of the costs required for approval and compliance	Ongoing	Monetary ; Value in-kind
Venue Support Sponsorship / Grant	Economic Development & Events	Aids eligible groups via discount of Fremantle venues and reserve hire fees	Ongoing	Value in-kind



Waste Minimisation Rebates	Waste & Environment	Rebates to make reducing waste more affordable for residents	Ongoing	Monetary
Reuse Shop Voucher	Waste & Environment (collaboration)	Voucher program for the Reuse Shop at the recycling centre	Ongoing	Monetary voucher
Arts Grants	Arts & Culture	Supports arts initiatives and programs	Two annual application rounds	Monetary
Arts event sponsorships	Arts & Culture	Supports arts initiatives and programs (e.g. Fremantle Design Week, Totally Lit Festival). Usually in tandem with event sponsorship from Economic Development.	Ad hoc	Monetary & in-kind

Community Rates Concessions

Rates concessions are brought within the policy scope for the first time. The revised policy distinguishes between statutory rates exemptions under section 6.26 of the *Local Government Act 1995* which remain excluded and rates concessions under section 6.47 which are treated as a form of community investment and are now subject to the same transparency and accountability standards as other financial assistance.

The Rates Concessions Guidelines apply the same principles and assessment criteria as the Grants and Sponsorships Policy but use their own approval pathways and reporting requirements rather than the policy funding thresholds. A Basic Capped Concession of up to \$12,000 carries basic annual reporting requirements, while a Major Concession Partnership providing relief above that amount requires detailed reporting and a formal partnership agreement.

The Rates Concessions Guidelines introduce a consistent assessment framework. Groups demonstrating significant and measurable community benefit may be eligible for a concession above the basic capped rate. All other eligible groups continue a basic capped concession. The framework is designed to ensure no current recipient is worse off. Assessment criteria weight public access and reach, community outcomes, volunteering and activation, and financial need.



Impact on current rates concession recipients

Community groups and clubs currently receiving a capped rates concession will not experience a reduction in their current level of financial support. The Basic Capped Concession formalises the existing arrangement for a three-year term commencing in 2027/2028, with the option for groups to reapply at the end of that term.

The main change is the introduction of basic annual reporting requirements. Groups will be asked to provide simple KPI reporting on:

- membership and participation numbers;
- activities and programs delivered;
- community benefits provided;
- open-access events; and
- estimated volunteer hours.

Groups will also be asked to acknowledge City support where practical in their publications and communications. These requirements are proportionate to the level of support provided and are not intended to be onerous for community organisations.

At the point of application or renewal, groups will be assessed against four weighted criteria:

- public access and reach;
- community outcomes;
- volunteering and activation; and
- financial need.

A score below 70 confirms eligibility for the Basic Capped Concession. Groups scoring 70 or above may be considered for a Major Concession Partnership, which carries more detailed reporting and partnership obligations and requires standalone Council endorsement.

Individual communications with affected groups will be undertaken following Council endorsement of the guidelines.

VOTING AND OTHER REQUIREMENTS

Simple Majority Required

DECISION MAKING AUTHORITY

Council



OFFICER'S RECOMMENDATION

Council:

1. **Revoke the current Grants and Sponsorships Council Policy (Additional Information 3) and adopt the Grants and Sponsorships Council Policy, as provided in Attachment 1.**
2. **Endorse the Rates Exemptions and Community Group Rates Concessions Guidelines 2026/27, as provided Attachment 2, to serve as the administrative framework for assessing eligibility and formulating recommendations to Council.**
3. **Note that individual Major Concession Partnership decisions under the Rates Concessions Guidelines will be presented to Council for separate approval by absolute majority as required under section 6.47 of the *Local Government Act 1995*, and will continue to be adopted through the annual budget process for the life of the agreement.**
4. **Note that all Basic capped concession recommendations under the Rates Concessions Guidelines outside the annual budget process will be presented to Council for separate approval by absolute majority as required under section 6.47 of the *Local Government Act 1995*.**



Motion of which previous notice has been given

A member may raise at a meeting such business of the City as they consider appropriate, in the form of a motion of which notice has been given to the CEO in accordance with the Meeting Procedures Policy.

Urgent business

In cases of extreme urgency or other special circumstances, matters may, on a motion that is carried by the meeting, be raised without notice and decided by the meeting.

Late items

In cases where information is received after the finalisation of an agenda, matters may be raised and decided by the meeting. A written report will be provided for late items.

Confidential business

Nil.

Closure