

# AGENDA

## Council Meeting

Tuesday, 19 November 2024 at 6:30 PM

### Disclaimer

The purpose of this Council meeting is to discuss and, where possible, make resolutions about items appearing on the agenda.

Whilst Council has the power to resolve such items and may in fact, appear to have done so at the meeting, no person should rely on or act on the basis of such decision or on any advice or information provided by a member or officer, or on the content of any discussion occurring, during the course of the meeting. Persons should be aware that the provisions of the Local Government Act 1995 (section 5.25 (e)) establish procedures for revocation or rescission of a Council decision. No person should rely on the decisions made by Council until formal advice of the Council decision is received by that person.

The Town of East Fremantle expressly disclaims liability for any loss or damage suffered by any person as a result of relying on or acting on the basis of any resolution of Council, or any advice or information provided by a member or officer, or the content of any discussion occurring, during the course of the Council meeting.

### Copyright

The Town wishes to advise that any plans or documents contained within this Agenda may be subject to copyright law provisions (Copyright Act 1968, as amended) and that the express permission of the copyright owner(s) should be sought prior to their reproduction.

## Procedure for Deputations, Presentations and Public Question Time at Council Meetings

Council thanks you for your participation in Council Meetings and trusts that your input will be beneficial to all parties. Council has a high regard for community input where possible, in its decision making processes.

<p><b>Deputations</b></p> <p>A formal process where members of the community request permission to address Council or Committee on an issue.</p>	<p><b>Presentations</b></p> <p>An occasion where awards or gifts may be accepted by the Council on behalf of the community, when the Council makes a presentation to a worthy recipient or when agencies may present a proposal that will impact on the Local Government.</p>
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### Procedures for Deputations

The Council allows for members of the public to make a deputation to Council on an issue related to Local Government business.

Notice of deputations need to be received **by 5pm on the day before the meeting** and agreed to by the Presiding Member. Please contact Executive Support Services via telephone on 9339 9339 or email [admin@eastfremantle.wa.gov.au](mailto:admin@eastfremantle.wa.gov.au) to arrange your deputation.

Where a deputation has been agreed to, during the meeting the Presiding Member will call upon the relevant person(s) to come forward and address Council.

A Deputation invited to attend a Council meeting:

- (a) is not to exceed five (5) persons, only two (2) of whom may address the Council, although others may respond to specific questions from Members;
- (b) is not to address the Council for a period exceeding ten (10) minutes without the agreement of the Council; and
- (c) additional members of the deputation may be allowed to speak with the agreement of the Presiding Member.

Council is unlikely to take any action on the matter discussed during the deputation without first considering an officer's report on that subject in a later Council agenda.

### Procedure for Presentations

Notice of presentations being accepted by Council on behalf of the community, or agencies presenting a proposal, need to be received by **5pm on the day before the meeting** and agreed to by the Presiding Member. Please contact Executive Support Services via telephone on 9339 9339 or email [admin@eastfremantle.wa.gov.au](mailto:admin@eastfremantle.wa.gov.au) to arrange your presentation.

Where the Council is making a presentation to a worthy recipient, the recipient will be advised in advance and asked to attend the Council meeting to receive the award.

All presentations will be received/awarded by the Mayor or an appropriate Councillor.

### **Procedure for Public Question Time**

The Council extends a warm welcome to you in attending any meeting of the Council. Council is committed to involving the public in its decision making processes whenever possible, and the ability to ask questions during 'Public Question Time' is of critical importance in pursuing this public participation objective.

Council (as required by the *Local Government Act 1995*) sets aside a period of 'Public Question Time' to enable a member of the public to put up to three (3) questions to Council. Questions should only relate to the business of Council and should not be a statement or personal opinion. Upon receipt of a question from a member of the public, the Mayor may either answer the question or direct it to a Councillor or an Officer to answer, or it will be taken on notice.

Having regard for the requirements and principles of Council, the following procedures will be applied in accordance with the ***Town of East Fremantle Local Government (Council Meetings) Local Law 2016***:

1. Public Questions Time will be limited to fifteen (15) minutes.
2. Public Question Time will be conducted at an Ordinary Meeting of Council immediately following "Responses to Previous Public Questions Taken on Notice".
3. Each member of the public asking a question will be limited to two (2) minutes to ask their question(s).
4. Questions will be limited to three (3) per person.
5. Please state your name and address, and then ask your question.
6. Questions should be submitted to the Chief Executive Officer in writing by **5pm on the day before the meeting and be signed by the author**. This allows for an informed response to be given at the meeting.
7. Questions that have not been submitted in writing by 5pm on the day before the meeting will be responded to if they are straightforward.
8. If any question requires further research prior to an answer being given, the Presiding Member will indicate that the "question will be taken on notice" and a response will be forwarded to the member of the public following the necessary research being undertaken.
9. Where a member of the public provided written questions then the Presiding Member may elect for the questions to be responded to as normal business correspondence.
10. A summary of the question and the answer will be recorded in the minutes of the Council meeting at which the question was asked.

**During the meeting, no member of the public may interrupt the meetings proceedings or enter into conversation.**

**Members of the public shall ensure that their mobile telephone and/or audible pager is not switched on or used during any meeting of the Council.**

**Members of the public are hereby advised that use of any electronic, visual or audio recording device or instrument to record proceedings of the Council is not permitted without the permission of the Presiding Member.**

## CONTENTS

1	OFFICIAL OPENING .....	6
2	ACKNOWLEDGEMENT OF COUNTRY .....	6
3	ANNOUNCEMENT TO GALLERY .....	6
4	RECORD OF ATTENDANCE .....	6
4.1	ATTENDANCE .....	6
4.2	APOLOGIES .....	6
4.3	APPROVED .....	6
5	DISCLOSURES OF INTEREST .....	6
5.1	FINANCIAL.....	6
5.2	PROXIMITY .....	6
5.3	IMPARTIALITY .....	7
6	PUBLIC QUESTION TIME .....	7
6.1	RESPONSES TO PREVIOUS QUESTIONS FROM MEMBERS OF THE PUBLIC TAKEN ON NOTICE .....	7
6.2	PUBLIC QUESTION TIME .....	7
7	PRESENTATIONS/DEPUTATIONS .....	7
7.1	PRESENTATIONS .....	7
7.2	DEPUTATIONS.....	7
8	APPLICATIONS FOR LEAVE OF ABSENCE.....	7
9	CONFIRMATION OF MINUTES OF PREVIOUS MEETING .....	7
9.1	MEETING OF COUNCIL (15 OCTOBER 2024) .....	7
10	ANNOUNCEMENTS BY THE PRESIDING MEMBER .....	7
11	UNRESOLVED BUSINESS FROM PREVIOUS MEETINGS.....	7
12	REPORTS AND RECOMMENDATIONS OF COMMITTEES .....	7
13	REPORTS OF OFFICERS .....	7
13.1	34 DUKE STREET - ROYAL GEORGE HOTEL BUILDING - ADDITIONAL USES - MEDICAL CENTRE, OFFICES, APARTMENT SALES DISPLAY SUITE AND EXPANSION OF SAUNA FACILITY .....	8
13.2	MONTHLY FINANCIAL REPORT - OCTOBER 2024 .....	65
13.3	ACCOUNTS FOR PAYMENT OCTOBER 24 .....	88
13.4	CORPORATE BUSINESS PLAN REPORTING 2024-25 .....	103
13.5	NAVY LEAGUE - DONATION OF WORKS.....	110
13.6	FREMANTLE BIENNALE 2025.....	116



13.7	WASTE SERVICES AND CHARGING POLICY .....	122
13.8	FREMANTLE CITY FOOTBALL CLUB - TRICOLORE EXTERNAL UPGRADES .....	136
13.9	FREMANTLE CITY FOOTBALL CLUB - TRICOLORE BUILDING UPGRADES .....	140
13.10	GREENING (VERGE POLICY, GREENING GUIDELINES AND TREE SPECIES PLANTING LIST) .....	148
14	MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN .....	180
15	NOTICE OF MOTION FOR CONSIDERATION AT THE NEXT MEETING .....	180
16	QUESTIONS BY MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN .....	180
17	NEW BUSINESS OF AN URGENT NATURE .....	180
18	MATTERS BEHIND CLOSED DOORS.....	180
18.1	HEAD CONTRACT VARIATION EOT05 .....	180
19	CLOSURE .....	180

## NOTICE OF MEETING

Elected Members

An Ordinary Meeting of the Council will be held on 19 November 2024 at 6:30 PM in the Council Chamber, 135 Canning Highway, East Fremantle and your attendance is requested.



PETER KOCIAN  
Acting Chief Executive Officer  
**14 November 2024**

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# AGENDA

## 1 OFFICIAL OPENING

## 2 ACKNOWLEDGEMENT OF COUNTRY

*"On behalf of the Council I would like to acknowledge the Whadjuk Nyoongar people as the traditional custodians of the land on which this meeting is taking place and pay my respects to Elders past, present and emerging."*

## 3 ANNOUNCEMENT TO GALLERY

*"Members of the gallery are advised that no Council decision from tonight's meeting will be communicated or implemented until 12 noon on the first clear working day after this meeting, unless Council, by resolution carried at this meeting, requested the CEO to take immediate action to implement the decision."*

## 4 RECORD OF ATTENDANCE

### 4.1 ATTENDANCE

### 4.2 APOLOGIES

### 4.3 APPROVED

Nil

## 5 DISCLOSURES OF INTEREST

### 5.1 FINANCIAL

### 5.2 PROXIMITY

### 5.3 IMPARTIALITY

## 6 PUBLIC QUESTION TIME

### 6.1 RESPONSES TO PREVIOUS QUESTIONS FROM MEMBERS OF THE PUBLIC TAKEN ON NOTICE

### 6.2 PUBLIC QUESTION TIME

## 7 PRESENTATIONS/DEPUTATIONS

### 7.1 PRESENTATIONS

### 7.2 DEPUTATIONS

## 8 APPLICATIONS FOR LEAVE OF ABSENCE

## 9 CONFIRMATION OF MINUTES OF PREVIOUS MEETING

### 9.1 MEETING OF COUNCIL (15 OCTOBER 2024)

#### **OFFICER RECOMMENDATION**

That the minutes of the Ordinary meeting of Council held on Tuesday, 15 October 2024 be confirmed as a true and correct record of proceedings

## 10 ANNOUNCEMENTS BY THE PRESIDING MEMBER

## 11 UNRESOLVED BUSINESS FROM PREVIOUS MEETINGS

Nil

## 12 REPORTS AND RECOMMENDATIONS OF COMMITTEES

Nil

## 13 REPORTS OF OFFICERS

Reports start on the next page

### 13.1 34 DUKE STREET - ROYAL GEORGE HOTEL BUILDING - ADDITIONAL USES - MEDICAL CENTRE, OFFICES, APARTMENT SALES DISPLAY SUITE AND EXPANSION OF SAUNA FACILITY

<b>Report Reference Number</b>	OCR-3045
<b>Prepared by</b>	Christine Catchpole, Senior Planner
<b>Supervised by</b>	Peter Kocian, Acting Chief Executive Officer
<b>Meeting date</b>	Tuesday, 19 November 2024
<b>Voting requirements</b>	Simple majority
<b>Documents tabled</b>	Nil

#### Attachments

1. Location and advertising map
2. Site photographs
3. Amended plans and information dated 1 November 2024
4. Schedule of Submissions
5. Plan and elevations – conceptual multi-storey car park rear of Royal George Hotel received 14 October 2024

#### PURPOSE

The purpose of this report is for Council to consider a development application seeking approval for additional uses to occupy the Royal George Hotel building for the lower ground, ground and first floor, comprising:

- medical centre (restricted to no more than 4 full time practitioners);
- offices (ground and first floor);
- apartment sales display suite (for *The Entrance* - 91-93 Canning Hwy); and
- expansion of sauna facility (additional sauna rooms - no patron increase).

#### EXECUTIVE SUMMARY

In April 2024 the Western Australian Planning Commission (WAPC) approved an amendment to the original development approval issued in November 2021 which then permitted a tavern, function spaces and an apartment building to be constructed. Following this decision, the owner advised the Town that *“due to market demand, in the interim the feasibility of the approved tavern and apartments is still being investigated.”* and as such the approved development would not proceed. The applicant subsequently applied for and was granted approval for a change of use to a Pilates studio (portion of ground floor) and a sauna and ice bath facility (basement), with 17 parking bays provided at the rear of the building. The owner is now seeking the Council’s approval for additional uses to occupy most of the building’s remaining floor space.

Advertising of the proposed uses is required and was undertaken from 16 to 30 September 2024. Fifty one (51) submissions have been received. In the main, the submissions objecting or outlining concern (47), express objection to the lack of any further parking bays being provided, exacerbation of existing parking, traffic and safety issues due to the proposed uses which will be detrimental to existing residents and businesses. Opposition to a medical centre, because it does not activate George Street and the demand for parking could potentially lead to business closures.

Notwithstanding the above concerns relating to parking and traffic (discussed in the report), the proposed uses (based on an amended proposal, negotiated with the Town’s Officers after advertising and consideration of submissions) are considered acceptable in relation to the objectives of the Special Zone – Royal George Hotel and the adjacent George Street Mixed Use zone and suitable to occupy the heritage listed building. The amended proposal was not readvertised as the scale of the commercial activities was reduced. Businesses of this nature are

already operating in George Street and the Town Centre and the new uses complement the previously approved uses.

The Heritage Council of WA (HCWA) referral advice in respect to the change of use states, amongst other things, that the proposed change of use itself does not pose any heritage issues and will be a positive outcome for the vacant building and is supported. The administration considers full occupation of the building desirable given this will ensure on going restoration and maintenance and reduce the likelihood of vandalism. All building permit applications will be referred to the HCWA for its assessment and advice as they are received.

The principal planning consideration and central concern in most submissions is the parking requirements and whether the parking provided and that which is available in the surrounding streets is adequate. The Council has previously approved a technical shortfall of 13 bays, however, under the newly adopted *WA Planning Manual - Non-Residential Car Parking Rates in Perth and Peel* adequate parking was provided with the previous application. LPS 3 requires 17 bays to be provided for the uses now proposed, hence a shortfall of 17 bays specific to this application. However, the parking requirement is calculated to be 11 bays under the newly adopted WAPC parking rates. The WAPC guidance states that the new rates may be considered as an acceptable variation to the rates contained within a local planning scheme.

In practical terms the demand for bays in the amended proposal is considered less than the technical requirement as calculated under both parking rates. The first floor office requirement of 3 bays under LPS 3 is considered to remain unchanged from the current location of this business on George Street where there is no parking provided. So, in effect, there is no change to parking requirements for this use. Similarly, the apartment sales display suite, technically requiring ~1 bay, is mostly expected to operate on a walk-in basis or by appointment only. The other office use is a small tenancy (1 room) and not expected to result in a large volume of visitors. Therefore, it is considered that the medical centre is the only new use generating the need for parking on a regular basis.

There is a requirement of 8 – 10 parking bays for a medical centre under LPS 3 and the new WAPC parking rates. Given this, the administration has undertaken daily observations of parking availability at various times of the day in the rear parking area, and on Duke, Silas and George Streets. These observations have been undertaken since the Pilates and sauna businesses have been operational. Parking availability in the rear parking area is evident throughout much of the day despite ~4-5 bays being occupied by a temporary builder's site office and ramp. Bays in Duke, Silas and the western end of George Street are consistently available during the Pilates and sauna non-peak use times. Further, there has always been some availability evident during peak periods for the existing uses on-site and other businesses in the area. The availability of these bays in various locations and within reasonable walking distance of the site is considered adequate to meet the demands of the proposed uses and the way they intend to operate (with conditioned approval).

However, the large number of submissions make it clear that there is considerable concern that will require the Town to consider investigating options in the Plympton precinct to address the urban design, traffic and parking management and control, and the pedestrian/cyclist safety matters that have been raised by the community. These investigations will need to address submission issues but also the concerns of the traders and residents who believe the long term commercial viability and vitality of George Street is dependent on the matters raised being addressed. On this point, and even though there is no option to increase actual bays in the surrounding streets at this present time, a payment in lieu of the parking shortfall is considered appropriate given the issues that must be addressed.

The Council can use the payment in lieu funds to undertake actions and/or works that may facilitate addressing the necessary responses to matters raised by the community in the submissions. The Town's *Local Planning Policy 3.1.4 – Payment in Lieu of Parking* permits payment in lieu of parking to be used for these and related purposes (as outlined further in the report). The applicant understands these future requirements and agrees to such a condition being imposed. Based on the rate per bay of \$5,885 and an 11 bay shortfall (under the new WAPC parking rates) it is recommended a sum of \$64,735 be required to be paid as a condition of approval.

The matters raised in the submissions have been given due consideration and addressed in part. However, there were several issues raised that can only be considered in a different forum to the determination of the subject development application. The remaining recommended conditions of approval are intended to address heritage, safety, residential amenity and operational matters. Signage, and other environmental health requirements will need to be satisfied prior to occupation of the premises, commencement of the uses and for the ongoing operations.

Subject to the recommended conditions of approval and a payment in lieu of parking being supported it is recommended the technical parking shortfall of 17 bays under LPS 3 be supported and the uses approved with conditions as outlined in the Officer recommendation.

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## BACKGROUND

In 2024 the WAPC approved a change of use from 'hotel' to 'tavern' with function spaces, deletion of the Hotel rooms on the upper level, a reduction from ~24 to 20 apartments and an extension of the approval to October 2025. The Council did not support this amendment to the development approval, however, on the basis that it was approved the Council requested a payment in lieu of the parking shortfall. The WAPC agreed and imposed a condition requiring a payment in lieu of parking to the sum of \$481,320 which only applies should the approval be acted on.

### Concurrent development approvals

#### WAPC

The State Development Assessment Unit (SDAU) has advised that the WAPC approval for a tavern, function spaces and the apartment building (valid until October 2025) runs concurrently with any approval that may be issued by the Council. However, while multiple approvals can be in place at the one time, it is not possible to act on more than one approval at the same time.

Should the owner decide to initiate the WAPC approval (or any aspect of the approval) following activation of any Council approval, then an amendment to the current WAPC approval would be required to be submitted for assessment by the SDAU and determination by the WAPC. However, should any development approvals issued by Council not be acted upon or cease, the WAPC approval remains valid.

If the owner was to propose to use the remaining space in the Hotel building for any of the uses approved as part of the WAPC approval, this would not be possible without first seeking an amendment and approval by the WAPC. Similarly, if another use not part of the subject application was proposed, then a fresh development application must be submitted for Council's consideration. Should any other variation arise in regard to the use of the site the Town's administration would seek further advice.

#### Council

In July 2024 the Council granted approval for a change of use to Recreation – Private (Pilates studio) and a Sauna and Ice Bath Facility for part of the ground floor and basement (respectively) subject to a number of conditions some of which included a restriction on the hours of operation and patron/staff numbers.

Based on the advice of the SDAU, if the owner wished to construct the apartments at some future time, and the currently approved and proposed uses were still in operation, it would be necessary for the owner to submit an amended application to the SDAU for the WAPC's consideration. This application would be subject to further advertising.

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## CONSULTATION

Medical centre and office uses are both classified as 'A' uses under the Zoning Table of LPS 3 which means that the uses are not permitted unless the local government has exercised its discretion by granting development approval after giving notice of the proposal in accordance with clause 64 of the Deemed Provisions. A sauna and ice bath

facility is considered a use not listed in the Zoning Table (i.e., the use does not fall within any use class as defined in LPS 3) so the Council must consider the proposed use in accordance with Clause 4.4.2. This clause requires the Council to determine that the use is consistent with the objectives of the Special Zone – Royal George Hotel and is therefore permitted or otherwise and follow the advertising procedures of the Scheme which are specified in clause 64 of the Deemed Provisions.

The advertising procedures can require notifying owners and occupiers of properties in the vicinity of the development, which in the opinion of the local government are likely to be affected by approval of the proposal, erecting a sign on the site and/or publishing a notice of the proposal in a local newspaper. In relation to this application the administration considered it was sufficient to directly notify owners/occupiers in Duke Street and a section of George Street (between May and Glyde Street) by letter and inviting comment (refer to advertising map - Attachment 1).

Advertising was undertaken from 16 to 30 September 2024. The following outcomes were recorded:

- 51 submissions received.
- 47 submissions of objection and/or expressing significant concerns.
- 4 submissions in support.

The applicant has revised the proposal at the administration's request to lessen the number of parking bays required. It is considered unnecessary to advertise the applicant's revised proposal as the intended uses remain unchanged or of a lesser commercial scale and parking requirement than the initial proposal.

The submissions can be read in full at Attachment 4 and a summary of the comments is provided below.

#### Parking

No additional parking is unacceptable and will result in exacerbating already inadequate on-site and on-street parking. The Council should not support the application's parking shortfall due to the additional adverse parking impacts and traffic increase, thereby resulting in loss of amenity and a detrimental impact on local businesses. The following parking and traffic related comments are made in relation to this objection to the proposal:

- The rear parking area is not used by Pilates and sauna patrons and there is no signage indicating parking is available. On-street parking is preferred at the expense of residents and other businesses. This will add to traffic congestion in the precinct as drivers search for a parking bay. This is unreasonable and has an impact on amenity for existing residents and businesses.
- Uses that do not generate additional vehicles and traffic should be encouraged.
- An off-site car park to provide for the patients, administrative staff, nurses, doctors and office workers should be provided. The existing bays in the surrounding streets should not be monopolised by these uses.
- A two storey car park at the rear should be built by Council and/or the owner and businesses to accommodate the parking demand generated by the existing and proposed businesses in the building.
- Inaccurate traffic flow and parking analysis has been provided with previous applications. This analysis should be undertaken again, independently by the Town, prior to the Council considering the application.
- Parking in no-standing zones, across private driveways, and restricted access for residents without prior notification already occurs constantly, thereby continuing to reduce amenity for residents.
- Further parking bay demands could arise if there is a further application for the remainder of the floor space in the building on the lower ground floor and courtyard areas.

- Residents who have children with vehicles do not have parking on-site for all family vehicles. The resident cannot park close to the dwelling and often find it very difficult to find an available parking space.
- The approval of this application is for the direct benefit of one ratepayer at the expense of all other ratepayers in this precinct.
- Expecting the streets to operate efficiently and safely with increasing traffic levels without becoming detrimental to the highly valued community atmosphere is unrealistic. Once parking is fully utilised, patients/patrons will 'lap' the streets while searching for parking, thereby increasing traffic problems.
- Richmond Quarter owners/occupiers are aware of the parking limitations in the surrounding areas. Shoppers and clients will use Richmond Quarter car parks as they do currently.
- The failure of the Town in the past to proactively seek parking solutions has resulted in the current problematic parking situation which will only be made worse with this proposal. The plan to address the peak parking periods should be provided to residents.
- The Good Grocer opening soon will require many car bays. Parking is now at a premium. Silas Street has a medical centre, two physiotherapists, a pharmacist and several other allied health and beauty facilities, all requiring parking for their clients. The gym and kiosk also require parking bays as evidenced daily. These uses require nearby parking and it cannot be used by patrons of other businesses.

#### Parking and Traffic Impact Assessment

- The Council should refuse the application as submitted, if to be considered further then it is requested that the application be deferred with a request for additional information and a traffic impact assessment undertaken by the Town. The local parking needs of residents and commercial land uses should be fully understood, as well as the incremental impact that subsequent planning approvals granted with parking concessions will cause.
- Defer the application until a view-scape analysis is completed supporting the applicant's claim that a multi-level car parking structure will diminish the heritage value and associated sight lines to the Royal George Hotel building (this study would also be applicable to the 9 storey apartment proposal that has previously been prepared by the applicant).
- The increased traffic and parking demands will create an unsafe situation in the vicinity of the property and the Plympton precinct in general.

#### Activation of George Street

- The original approval for a hotel and apartments is in line with the building's original purpose (for hospitality) and one which would be publicly accessible and preferred so it can be enjoyed by the whole community, rather than the building having restricted members only access or for a medical centre.
- A medical centre is not an appropriate use in a residential area. The building should be occupied by art studios and entertainment uses. The precinct requires more vibrant uses so the end of George Street does not become a dead space.
- George Street is a dining and entertainment street not a place that can accommodate large traffic volumes with no place to park – a scenario which will eventuate if a medical centre is approved.
- The uses proposed do not satisfy the objectives of the Special Zone – Royal George Hotel.



### Heritage

- The George Street Precinct has been designated a Heritage Area. This Local Planning Policy includes several references to parking, all focusing on minimising car visual pollution and the impact of cars on the area and community. The proposal does not align with the intent of the George Street Designated Heritage Area local planning policy.

### General

- A public meeting is required for residents and businesses to air their concerns.

### Town of East Fremantle – Technical Services

The application was discussed with Technical Services. The comments provided are discussed in the Comment section of the report.

### Heritage Council of WA (HCWA)

HCWA referral advice in respect to the change of use states, amongst other things, that the proposed change of use itself does not pose any heritage issues and will be a positive outcome for the vacant building. The proposed change of use only is supported. Separate referral is required for any associated changes to fabric and new constructions if they have not been previously supported by the Heritage Council as part of the existing development approval or subsequent referrals. This advice has also been communicated to the applicant.

Environmental Health conditions are included in the Officer recommendation.

Referral to Main Roads WA is not required under the *Planning and Development Act, 2005 – Instrument of Delegation*.

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## STATUTORY ENVIRONMENT

Planning and Development Act, 2005

Heritage Act, 2018

Planning and Development (Local Planning Schemes) Regulations, 2015

Local Planning Scheme No. 3 (LPS 3)

State Heritage List – Permanent Entry (30.10.1998)

Classified by the National Trust (5.12.2005)

LPS 3 – Heritage List – Category A

Metropolitan Region Scheme – the site abuts a Primary Regional Roads reservation under the MRS

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## POLICY IMPLICATIONS

Local Planning Policy 3.1.4 - Payment in Lieu of Parking Plan

Local Planning Policy 3.1.6 – George Street Designated Heritage Area

WA Planning Manual – Non-Residential Car Parking Rates in Perth and Peel – September 2024 – adopted by WAPC 9 October 2024

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## FINANCIAL IMPLICATIONS

Nil. However, should the Council approve of the application without imposing the recommended payment in lieu of parking condition then the Town, because of the Council granting approval for the uses and thereby technically increasing parking bay demand, may incur costs at a later stage which may be necessary for works associated with roadway changes, line marking, on-street parking improvements, additional bays, parking signs and fee paying parking machines.

Further to this point, if the Council refuses the application and the matter is determined by the State Administrative Tribunal (SAT) or the WAPC (potential alternate approval pathway) there is no guarantee that, should the application be approved, that a payment in lieu of the parking shortfall condition would be imposed.

## STRATEGIC IMPLICATIONS

The Town of East Fremantle Strategic Community Plan 2020-2030 states as follows:

### Built Environment

Accessible, well planned built landscapes which are in balance with the Town's unique heritage and open spaces.

3.1 Facilitates sustainable growth with housing options to meet future community needs.

3.1.1 Advocate for a desirable planning and community outcome for all major strategic development sites.

3.1.2 Plan for a mix of inclusive diversified housing options.

3.1.3 Plan for improved streetscapes.

3.2 Maintaining and enhancing the Town's character.

3.2.1 Ensure appropriate planning policies to protect the Town's existing built form.

3.3 Plan and maintain the Town's assets to ensure they are accessible, inviting and well connected.

3.3.1 Continue to improve asset management within resource capabilities.

3.3.2 Plan and advocate for improved access and connectivity.

## RISK IMPLICATIONS

A risk assessment was undertaken and the risk to the Town in determining this application was deemed to be low. Should Council refuse the application or impose conditions that are not agreeable to the applicant, the applicant has a right of Review (appeal) to the SAT. As the Town's Officers have recommended conditional approval, Council will be required to obtain the services of a consultant to represent and defend the Council's resolution at the SAT. This may have financial implications for the Town.

The Town must also consider that a SAT or WAPC determination could potentially result in an approval being granted based on a proposal of a greater commercial scale of activity with the 'zero bay' provision under LPS 3 being applied and it therefore being determined that no parking is required to be provided and that no payment in lieu of parking is to be imposed.

## SITE INSPECTION

Since the Pilates and sauna businesses have become operational the administration has been observing the use of the rear parking area, as well as parking in Duke, Silas, King and George Street on an almost daily basis at various times throughout the day and taking photographs to record the observations. This was aimed at gaining a better understanding of the usage and availability of bays in the parking area and in these streets.

## COMMENT

### Proposed uses and operation

In summary, the applicant's initial proposal and that which was advertised encompassed the following:

- Medical centre – 172m<sup>2</sup> on the first floor - the equivalent of 7 full time health practitioners.
- Offices - 263m<sup>2</sup> in various rooms on the lower ground, ground and first floors.
- Expansion of Alchemy sauna facility – additional rooms (office and sauna) – no patron increase.

Subsequent to the initial proposal being advertised and after consideration of the submissions, the administration requested the applicant revise the proposal so the parking requirements would be lessened and the commercial scale of the uses reduced to a level which the administration believes can be operated with the available parking at the rear and in the area. The proposal now presented to Council for its consideration is as follows:

- Medical centre – 172m<sup>2</sup> on the first floor – maximum of 4 full time health practitioners.
- Office – 82m<sup>2</sup> on the first floor – architects relocating from a George Street tenancy.
- Office – 42m<sup>2</sup> on the ground floor – one internal room.

- Apartment sales display suite – 76m<sup>2</sup> - on the ground floor – two street front rooms - *The Entrance* - 91-93 Canning Hwy - 10am to 4pm or by appointment - 3 year temporary approval.
- Expansion of Alchemy Sauna facility – 101m<sup>2</sup> on the lower ground floor – two additional rooms (sauna facilities) – no patron increase.

Seventeen (17) parking bays have been provided in the rear car park, approved under a previous development application determined in July 2024. No additional parking bays are proposed to be provided on-site.

#### Land use permissibility

Medical centre and offices are classified as an 'A' use within the Special Zone – Royal George Hotel, meaning it is not permitted unless the local government exercises discretion and advertises the application. The apartment sales suite is considered a use similar to an office, however it is noted by the applicant that the sale suite will only open on an ad-hoc basis or by appointment and it may not operate daily, further minimising car parking demand.

The administration classifies the sauna and ice bath facility as a use not listed (i.e. the use does not fall within any use class as defined in LPS 3) so the Council must consider the proposed use in accordance with Clause 4.4.2. This clause requires that the Council determine the use is consistent with the objectives of the Special Zone – Royal George Hotel and that the advertising procedure of the Scheme is followed. These advertising requirements are outlined in the Consultation section of the report and have been undertaken.

The objectives of the Special Zone – Royal George Hotel are as follows:

- *to encourage the preservation and re-use of the Royal George Hotel building;*
- *to accommodate the redevelopment of the Royal George Hotel site in a manner which will complement the preservation of the Hotel building; and*
- *to enhance and promote George Street as a vibrant main street.*

The administration considers the proposed uses are not contrary to the objectives and are acceptable uses for the building and the George Street Mixed Use zone. Given the long term uncertainty regarding the WAPC approved redevelopment of the site, the proposed uses are considered to meet the aim for reuse and redevelopment of the site under LPS 3, that is, to *"provide for a range of commercial, shopping, civic and community facilities to meet the day to day needs of the community and which will contribute towards the vibrancy of the Town"*.

Both the HCWA and the Town's administration consider a fully occupied building a preferred outcome. Any ongoing restoration work and general maintenance of the heritage building is more likely to be undertaken on a regular basis if the building is fully occupied. However, issues of amenity and orderly and proper planning for the precinct as a whole must also be addressed. It is therefore considered appropriate that the capacity of the medical centre and the hours of operation be restricted to the extent that this will limit the number of practitioners and therefore the number of patients that can be treated. Restricting the hours of operation for this reason is also considered to be reasonable.

It is therefore recommended that conditions be imposed to ensure that the medical centre use is limited as stated in the Officer recommendation. The practitioner cap is the same as that agreed by the applicant and therefore has been used as the basis for the parking calculations. If Council was not of the view to impose the recommended conditions in regard to these restrictions and allow a greater number of practitioners, then it should note that the car parking calculations in the tables below would change, in that a greater shortfall of parking would apply.

Car Parking Assessment under LPS 3Additional Uses

Use	LPS 3 Provision	Floor space	LPS 3 bays req'd	Total bays prov'd
Medical centre	2 spaces for every consulting room, plus one space for every staff member	4 FT practitioners	8 1 staff (min)	0 0
Office	1 space for every 30m <sup>2</sup> net lettable area, with a minimum of 3 spaces per tenancy	200m <sup>2</sup> or 2 tenancies	6	0
Apartment sales display suite	1 space for every 30m <sup>2</sup>	76m <sup>2</sup>	2	0
Additional room for sauna facility	1 space per 10m <sup>2</sup>	additional floor space 101m <sup>2</sup> (no additional patrons)	0	0
		<b>Additional Uses Total</b>	<b>17</b>	<b>0</b>

Technically, a 13 bay shortfall was approved by the Council when it granted approval for the Pilates and sauna facility. Notwithstanding, the Council also considered the car parking requirement based on parking calculations under the then, *Interim Guidance for Non-Residential Car Parking Requirements* document, which indicated a surplus of 5 bays for 20 patrons and the correct number of bays for 30 patrons and two staff (as approved by Council). Given the above, and as the technical shortfall has already been approved as a parking variation by Council, it is not being considered as an additional shortfall in respect to the current parking calculation.

WA Planning Manual – Non-Residential Car Parking Rates in Perth and Peel (adopted by WAPC on 9 October 2024)

The DPLH determined it was necessary to move away from the current system of assessing parking requirements (i.e., planning scheme provisions) due to the inconsistency of parking standards across local governments and the ad-hoc rates being applied in the absence of recent and accurate research into parking demands. The *Non-Residential Car Parking Rates in Perth and Peel* (previously the *Interim Guidance* document) was subject to consultation with key stakeholders in 2023 and was approved by the WAPC at its meeting of 9 October 2024.

The document is now published on the Planning Online website and is part of the WA Planning Manual which provides practice guidance on the use and preparation of local planning frameworks. As part of the implementation of this planning reform, car parking ratios have been adopted which standardise car parking rates for non-residential land uses in activity centres and precincts, and service commercial and industrial zones in Perth and Peel. The document states that in its implementation the car parking rates are to be adopted under the local planning framework or used in the development assessment process. It is therefore considered reasonable that the new ratios are applied in the assessment of the current application. The following table demonstrates the parking rates specified in Appendix A of this planning document.

Appendix A – Minimum and Maximum Car Parking Rates Per Land Use in Local and Neighbourhood Centres, and Urban Corridors and Mixed Use Precincts (refer notes below).

Use	Provision	Floor Area	Bays Req'd WAPC Planning Manual	Bays Prov'd
Medical centre	2 spaces per practitioner (min) 4 spaces per practitioner (max)	4 x 2 spaces	8	0
Office First Fl	1 space per 50m <sup>2</sup> of FA (max) 1 space per 200m <sup>2</sup> of FA (min)	1 space / 100m <sup>2</sup> 82m <sup>2</sup>	0.82 (1)	0
Office Ground Fl	1 space per 50m <sup>2</sup> of FA (max) 1 space per 200m <sup>2</sup> of FA (min)	1 space / 100m <sup>2</sup> 42m <sup>2</sup>	0.42 (1)	0

Apartment sales display suite	1 space per 50m <sup>2</sup> of FA (max) 1 space per 200m <sup>2</sup> of FA (min)	1 space / 200m <sup>2</sup> 76m <sup>2</sup>	0.38 (1)	0
Recreation – Private Lower ground (additional sauna rooms)	1 space per 2 persons (max) 1 space per 8 persons (min)	No additional patrons 101m <sup>2</sup>	0	0
		<b>Total - additional uses</b>	<b>11</b>	<b>0</b>

**Notes:**

1. The adoption of both minimum and maximum rates provides for an acceptable range of on-site car parking spaces to be incorporated into developments. This requires the number of car parking spaces for a proposal to be equal to or greater than the minimum requirement, provided it does not exceed the maximum requirement.
2. The minimum rates for medical centre have been chosen because this rate is the same as the rate under LPS 3.
3. The intermediate rate of 1/100m<sup>2</sup> has been applied for office use because the George Street mixed use precinct is considered to be an old style 'high street' commercial strip that functions in a slightly increased capacity than a neighbourhood or local centre in that it can attract visitors from further afield due to its unique characteristics but is not operating as a district or regional centre where it would attract high volumes of visitors from other metro locations.
4. The rate of 1/200m<sup>2</sup> is applied to the apartment sales display suite as this is proposed as a temporary use, with reduced and ad hoc opening times, operating on a walk-in (when open) and appointment only basis other times.

**Amendment No. 15 – 'Zero Bays' for Parking Provision**

The applicant has also requested the Council be reminded of the provision in LPS 3 which he believes allows for 'zero bays' for non-residential parking for uses in the heritage building.

Scheme Amendment No. 15 (specifically cl. 5.9.8.11 of LPS 3), states that parking requirements for non-residential uses in the existing Royal George Hotel building may be reduced to zero bays where it has been demonstrated to the satisfaction of the decision maker, having regard to the advice of the State Design Review Panel, that the provision of the required parking would result in an undesirable built form outcome.

The applicant states that:

*"While we are not seeking to rely on this Zero Provision in the current application and would prefer to work collaboratively with the Town to implement some of the parking improvement opportunities outlined above, it is important to consider the perceived shortfall of bays in the context of this clause. The Zero Provision shouldn't be ignored by the Town as the Scheme recognises that the existence of a State listed heritage building on the site makes it unrealistic to provide compliant parking while activating the building.*

*Whilst the clause requires a determination by the State Design Review Panel, this would likely be forthcoming if sought, as in reality to provide 53 bays on site would involve a multi-level decked car park at the rear of this building which would almost certainly be determined to be an undesirable built form outcome."*

The applicant has argued that a decision maker could determine that further parking is not required based on the zero provision because if the required amount of parking was provided for all uses under LPS 3 then a multi-storey car park (as demonstrated in Attachment 5) would be required to be constructed. This would impact on the built form and therefore likely be refused. It is the administration's understanding that the applicant is not intending to construct a car park but prepared the plans and elevations to respond to the submissions which suggested this should be considered and to demonstrate the negative impact on built form.

The administration notes the argument for the intent of the zero parking provision clause in LPS 3 for non-residential uses. It also notes that in the administration's view this clause was based on the argument that the original hotel use

operated with very limited bays (up to the 1980s), therefore a concession would be granted in relation to the initial Significant Development application as it proposed that the hotel use would be based on a more 'boutique' Hotel with accommodation, limited hospitality spaces and a winery cellar door. The amended application changed this scenario to a four level tavern with function spaces which was not going to operate as a traditional-style local hotel. In fact, the WAPC acknowledged this intensification of the uses and required the applicant to provide a significant payment (cash) in lieu of parking as a condition of the approval. It was accepted that parking was the primary issue with regard to any greater intensity of uses in the present-day.

Notwithstanding the above comments, the administration cannot be certain how the zero provision clause would be interpreted and applied by the State Administrative Tribunal if the development application was refused and a Review (appeal) lodged. There is certainly the possibility that a decision maker could determine that no bays and therefore no payment in lieu of parking is deemed to be required for any additional use of floor space in the remainder of the building. However, it is considered that a case does still apply for the Council to consider imposing a payment in lieu of parking condition in relation to this application.

#### Parking assessment – additional uses

Given there is both community and administration concern for how parking and traffic is to be managed in the precinct in the future, and that no further parking can be provided by the applicant other than the 17 bays at the rear, discussions with the applicant have focussed on trying to find a balance of viable uses so that the remaining floor space can be leased while minimising the demand for parking. It is considered that what is now proposed is the best possible outcome. There is no simple solution whereby a sustainable commercial use will generate no traffic or parking impacts. If the application is refused the applicant will appeal the decision at which point the Council will have little to no input in the decision making process. This is not an outcome the administration wishes to see eventuate for a number of reasons, primarily because the recommended conditions of approval may not be imposed and the zero parking provision applied.

There is no doubt that as competing demands for parking between residential and commercial uses in the precinct grow that further investigations will need to be undertaken by the Town to establish the best means of managing parking and traffic movements in the precinct. From this perspective the administration considers it would be in a better position to assess these requirements with long term leases and established tenants in the building. This would result in less fluctuating vehicle movements and parking demands and a better understanding of how the area functions from a traffic and parking perspective.

Many of the submissions also mention the wider parking and traffic concerns in the precinct which are not solely related to this particular development application, albeit the history of development applications for the site has been a cause for concern over many years. This concern has carried forward to submissions on recent applications even though other uses in the area are operating with no parking or were granted approval with parking concessions. Notwithstanding, any additional uses within the building have to be given careful and due consideration and, in the administration's view, restricted in operation to limit the parking requirement as in the case of the medical centre. However, some concessions can be acknowledged for the office uses, because in practical terms no additional or very little parking requirement is likely to eventuate. This is discussed further below.

Regardless of the method applied to assess the parking requirement and determine the shortfall of bays, it is acknowledged that additional uses are not likely to operate without requiring parking. The question is whether there is capacity for visitors to find a bay in the current circumstances either in the rear parking area or the surrounding streets within a reasonable walking distance. To attempt to answer this question and respond to the submissions in part, the Town's Officers have been observing the parking situation in the rear parking area and on Duke, Silas and George Street on a regular basis at various times of the day to gauge the availability of bays. These observations have indicated that an adequate number of bays is available, across the rear parking area, Duke, Silas and George Streets, particularly the western end of George Street and Silas Street (south of George Street). This is despite, ~4-5 bays, in the rear parking area currently being unavailable due to a builder's site office and access ramp being located



in these bays. The above assessment is consistent with previous parking surveys undertaken by the Town that demonstrated parking availability throughout the whole Plympton Precinct at approximately 30 per cent.

#### Medical centre

The applicant has acknowledged the scale of the medical centre, if restricted, will lessen the demand for parking. Originally, the applicant was seeking approval for the equivalent of 7 full time practitioners. The applicant was advised this would not be supported by the administration. So, following discussions with the proposed tenant this number has now been reduced to 4, requiring 8 parking bays to be provided. The 4 health practitioners would utilise the floor space indicated on the plans for consulting rooms, ancillary rooms, administrative purposes and staff amenities. The administration believes this number of practitioners can be supported. This is on the basis of the car parking site inspections which have been undertaken as outlined above.

Vacant bays have continually been observed in the rear parking area on a regular basis. This is despite the location of a temporary builder's site office and access ramp occupying ~4-5 bays. Also, enough bays are available in Duke Street and the western end of George Street at the times the medical centre will be open to meet the requirement under the new car parking rates. Also, the opening times are not coinciding with the peak times of the Pilates and sauna businesses. Furthermore, it appears there are bays consistently available on Silas Street, particularly south of George Street which can be utilised by visitors who can easily access the site via the underpass.

The applicant has also pointed out the lessee is a health practitioner who provides specialist advice in relation to fertility treatment, women's health and paediatric care. It is not a GP practice. Nevertheless, the Council will be approving a medical centre for the floor space indicated on the plans. So, without a restriction on the number of health practitioners the parking requirements could escalate. Therefore, a condition restricting the number of practitioners and hours of operation is considered essential. The applicant is supportive of this condition.

Notwithstanding, it is considered the applicant should be encouraging visitors to access areas where parking is likely to be available. Signage will assist in directing visitors to Silas Street and a condition regarding signage is recommended in this regard. Also, additional bicycle racks and cyclist change facilities and lockers should be provided within the building. It is recommended these matters be addressed through conditions of development approval.

#### Offices

##### First floor

The applicant has advised that the first floor offices will be occupied by an architect's business that is relocating from another location on George Street. The tenancy on George Street does not have parking so, in effect, there will be no change in the parking demand or the manner in which the business operates, simply a relocation of the office from George Street.

##### Ground Floor

The predominant use of the remaining ground floor will be for an apartment sales display suite which will occupy the remaining front rooms of the building. This is only required for a maximum of 3 years while the 'off the plan' sale of *The Entrance* development apartments is undertaken. The manner in which the display suite will operate is by appointment only or walk-ins when the office is attended by a sales consultant. It is therefore considered unlikely that this use would generate the requirement for any more than 1 – 2 bays and that if required, parking could be found at the rear or on surrounding streets. This use is operating within the non-peak times for the Pilates and sauna uses.

The other office tenant is unknown, however, this is a small internal room of 42m<sup>2</sup> and not considered to require the 3 bays specified under LPS 3. The 1 bay required under the new parking rates is considered more than sufficient and the expectation that this bay is likely to be available at the rear, or in a nearby street outside the peak parking times of the Pilates and sauna uses is considered reasonable.

### Expansion of Sauna Facility

The sauna business requires additional floor space to offer additional/alternative sauna rooms on the lower ground floor. This may be used for group bookings or other purposes but the applicant has stated in writing, in the amended proposal, that there is no request or intention to increase the number of patrons. Therefore, it is considered there is no additional impost on parking and no further requirement for parking in practical terms. This will be reaffirmed with the recommendation that the same conditions, as endorsed by Council, that were applied to the previous approval for the sauna business are applied to this approval.

### Conclusion

The applicant has argued that there is a complementary relationship between the various uses that will occupy the building whereby the demand peaks occur at differing times. For example, the office and medical centre uses will peak in demand during standard business hours, while the sauna and Pilates uses have early morning (pre-8am) and late afternoon/early evening peaks (post- 5pm) when the offices and medical centre need less parking. Also, the applicant states that as part of the July 2024 approval, the Town was provided extensive usage data from Alchemy Saunas previous operations on George Street that demonstrated these demand peaks occurred in early morning and late afternoon/evening. The Council took this information into consideration when determining the previous development application.

As previously mentioned, parking observations have been undertaken on a regular basis since approval of the Pilates and sauna uses and it is considered this argument has merit. Observations between 8.30am - 8.40am during the week have indicated available bays in the rear parking area and on Duke and George Street. Also, there are a considerable number of bays available on Silas Street both north and south of George Street. The applicant has advised that the Pilates and the sauna businesses are fully subscribed and that no further memberships are being offered. So, it is considered reasonable to assume that the businesses are operating at near full capacity (under the conditions of approval) and the parking observations are reflective of a likely on-going situation.

As the Council is aware the applicant cannot provide any further at grade bays on the site and there is no proposal to develop a multi-storey car park. The drawings of a multi-storey car park (refer to Attachment 5) have been provided to demonstrate the impact on built form if 50+ bays were to be provided in that format. The applicant is not suggesting a car park would be constructed but had the plans prepared to respond to the submissions suggesting a car park of this nature should be provided by the applicant and to demonstrate that it would have a detrimental impact on the heritage building. It is unlikely a structure of this nature would be supported by the State Design Review Panel or the WAPC should it be proposed in an application before those authorities.

The administration is not supportive of a multi-storey car park. Its objective is to see the building fully occupied with long term tenants and uses that generate the least amount of parking and traffic movements. This is because there is no option and no precinct plan to increase parking in the area in the immediate future. Various options have been discussed with the Town's Technical Services in relation to the current application and to determine if there is any potential to increase the number of bays in Duke and Silas Street. The outcome of these discussions is summarised below.

### Technical Services – Parking assessment and on-street capacity

Technical Services was asked to undertake a detailed assessment of parking in Duke (north of George Street) and Silas Street (north of George Street) to determine if additional bays could be achieved by formally line-marking bays. The applicant thought this could be achieved and was agreeable to payment in lieu of parking funds being spent to achieve this outcome.

### Duke Street

To increase the actual number of parking bays in Duke Street a one-way traffic flow (north of George Street) would need to be installed. Technical Services rejected this option because it would result in an uneven flow of traffic along Duke, King and George Streets. King Street is narrow and there is limited vision around the bends in either direction on Duke Street, further complicating the option. The one-way flow would also result in operational complications



such as waste collection. The distribution of parking between the three streets and the optimal ease of access for all vehicles including visitors, delivery trucks, waste removal and flow through traffic would be lost if a one-way system was established.

So, at the present time, with all things remaining the same and no line-marking changes or modifications to the layout, ~29 – 30 parked cars is the maximum capacity. However, if line-marking of bays (conforming to all Australian Standards and allowing for driveway clearances) occurred this would result in a reduction of ~4 bays.

The only other option with a two-way traffic flow is to install bays within part of the road verge and open space reserve at the end of Duke Street (~6 bays), this would result in the loss of ~3 bays on Duke Street, so a net gain of 3 bays. However, this is not an option Technical Services wishes to pursue because it is less safe as drivers have to reverse in to a bend in the road, it is costly for limited gain and part of the open space reserve and other trees/shrubbery would be lost to enable retaining works and paving.

#### Silas Street

Several options were considered for Silas Street assuming the eastern side (north of George Street) remains as is. At the present, with a parallel layout a maximum ~20 – 21 vehicles can park on the western side of the street between the limits of the 'no parking' signs. By angling bays and still allowing for a two-way traffic flow 14 bays could be installed resulting in a loss of ~6-7 bays.

Previously a 90° bay parking concept was proposed by the applicant as a means of introducing more bays along this section of the street. With the street remaining two-way and all trees, power poles and vehicle clearances taken into consideration this option could potentially accommodate ~28 bays on this side of the street, adding ~7-8 bays. This option cannot be installed without relocating the footpath into the MRWA land (i.e., land reserved under the MRS as a Primary Regional Roads reservation for Stirling Highway).

The administration is not suggesting that the 90° option should never be considered into the future but it relies on MRWA agreeing to relocation of the footpath into the MRS road reserve. Approval for this could take years and is not guaranteed. In any case Technical Services would be hesitant to pursue this option without guarantees that MRWA would not reclaim the land. If it did, the safe pedestrian access along the western side of the road would be lost, forcing pedestrians and cyclists to use the footpath on the eastern side. Technical Services cannot provide an estimate as to how long the approval procedures of MRWA would be and in addition to that process, community consultation, reporting to Council and the actual works adds additional time to the process. In any case, all going well this process is estimated to take many years. With the completion of the new supermarket expected before the end of 2024 removal/reduction of bays in this area is not recommended.

Further, there is no advantage to line-marking the bays in the existing parallel arrangement. At present ~20-21 vehicles are parking on the western side of the street. Given the location and access requirements there is no benefit in line-marking bays on the street to increase the current capacity. In fact, less vehicles may be accommodated. If Silas Street is line-marked to Australian Standard bay lengths, only 18 standard bays and two end bays can be installed, so line-marking this section would create no more than 20 bays.

In the light of the Technical Services assessment of the parking situation, the planning assessment concluded that the best outcome is for a payment in lieu of parking condition to be imposed. The funds can be held until further consideration is given to whether it is feasible to install additional bays in Duke or Silas Street in the long term (pending possible changes to traffic flow in the area). In the short to medium term there are other uses to which the funds can be applied which would be directed more to addressing issues in the Plympton precinct. The option of a payment in lieu of parking is discussed below.

### Payment in Lieu of Parking

In July 2023 the Council adopted *Local Planning Policy 3.1.4 (LPP 3.1.4) – Payment in Lieu of Parking Plan* to meet the requirements of the Planning and Development Regulations. This Policy can be considered in respect to the current application and the potential imposition of a payment in lieu of parking. The provisions allow for the Council to condition a development application to require payment in lieu of parking for all non-residential development and a parking space shortfall of at least two bays.

Under LPP 3.1.4 the Council is to have due regard to the *Payment in Lieu of Parking Plan* when making decisions on development applications that seek or require consideration of payments. The applicant has been willing to consider this option. The payment in lieu of parking can provide an alternative to applicants with regard to parking requirements however, the decision to accept payment in lieu remains at the discretion of the Council and is not an automatic right. The general precept of the plan is that it should not relieve owners from any obligation to provide car parking according to planning requirements. It is acknowledged that in this case the owner has provided the maximum amount of parking that is possible and acceptable from the administration's view point (i.e., 17 at grade bays at the rear). However, the LPP 3.1.4 allows payment in lieu funds to be used to support sustainable public infrastructure, including upgrades to pedestrian, cycling and public transport facilities, and can allow for a more flexible use of a payment in lieu of parking across the Town.

Setting aside the provisions that relate to accepting a payment in lieu to provide parking elsewhere, the Town may accept payment in lieu of parking where it is satisfied that funds can be expended on items or projects such as the matters listed below:

- Provision and maintenance of ancillary or incidental infrastructure including street furniture; public art; street trees and planting; street lighting; CCTV and other security measures.
- Provision and maintenance of public transport infrastructure and items supporting active transport such as bus stops and cycling facilities.
- Measures to restrict parking time limits.
- Technology to increase efficiency and turnover of bays, parking meters or payment machines.
- Electric vehicle charging facilities.
- Taxi or ride share pick-up bays.
- Signage and wayfinding, including underutilised parking.
- Loading zones and ACROD bays.

In relation to the Plympton precinct, more specific intentions may be to use funds for:

- Streetscape works, tree planting, street furniture along all streets in the precinct.
- Provide one way traffic flow along Duke Street between King Street and George Street if considered appropriate.
- Clear line marking to Australian standards and standard signage to delineate parking bays and restrictions throughout the precinct including residential streets.
- Consider the potential to introduce parking permits for residents who have no onsite parking to exempt them from parking restrictions.
- Consider the potential to remove local area traffic management (LATM) measures along Hubble Street and Sewell Street and replace them with alternate measures as appropriate.
- High quality pedestrian and cycling infrastructure for the Royal George Hotel redevelopment and *The Entrance* development and any other significant development that encourages walking and cycling (e.g. bike racks and end of trip facilities) including connections to existing walking and cycling paths.
- Provide appropriate road marking to delineate Marmion Street cycling lane between East Street and Stirling Highway.
- Speed reduction measures on various streets as determined appropriate.
- Upgrade of the St Peters Road/Stirling Highway underpass in consultation with and approval from Main Roads WA.

- Upgrade of the George Street/Stirling Highway underpass in consultation with and approval from Main Roads WA.

These items are listed in full detail in LPP 3.1.4.

A payment in lieu of parking has been discussed with the applicant. He has agreed that whatever measures can be put in place to manage parking and accessibility into the future are welcomed and will add to the success of the George Street strip and all its businesses. As previously mentioned, he has stated that he supports making a payment in lieu of parking. This approach is therefore considered appropriate in this circumstance. The administration has taken the required step under LPP 3.1.4 and advised the applicant of the recommended condition. This notification is required prior to the granting of development approval and imposing a condition for payment in lieu of parking so, the *Notice of Apportionment* (in accordance with clause 77F(1)(b) of the Deemed Provisions) to confirm the specified shortfall of car parking spaces in the proposed development that is to be dealt with by the condition has been forwarded to the applicant.

A shortfall of 17 bays for the combined additional uses is indicated under LPS 3 and an 11 bay shortfall if calculated under the *WA Planning Manual – Non-Residential Car Parking Rates in Perth and Peel* document. Imposing a payment in lieu of 11 bays is considered fair and reasonable because, in the administration's view, this number more likely reflects the parking demand to be generated by the proposed uses and the parking requirements more reasonably reflect current car parking demands as opposed to the old standards imposed by LPS 3. Also, because the funds are likely to be used toward managing parking and traffic (various options), creating a greater turnover of parking bays, other parking/cyclist/pedestrian related infrastructure and/or signage that will be for the benefit of the commercial tenancies, visitors and residents of the precinct as a whole rather than for the specific benefit of businesses at the subject site.

In light of the above discussion, it is considered that Council can consider a payment in lieu of parking under the Planning and Development (LPS) Regulations, 2015 (Deemed Provisions) and LPP 3.1.4 – Payment in Lieu of Parking Plan. The payment in lieu of the parking shortfall of \$64,735 has been based on 11 bays at a cost of \$5,885 per bay as set down in *Local Planning Policy 3.1.4 – Payment in Lieu of Parking Plan*.

It is therefore recommended that the following condition be imposed:

*Prior to the submission of a Building Permit for the development, payment of \$64,735 shall be made to the Town of East Fremantle for Payment in Lieu of car parking bays which have not been provided on site or in a shared parking arrangement. This condition has been imposed under the requirements of the Town of East Fremantle LPP 3.1.4 - Payment in Lieu of Parking Plan and Schedule 2, clause 77H of the Planning and Development (Local Planning Schemes) Regulations 2015.*

#### Response to submissions

The administration acknowledges the high number of submissions received and the degree of concern expressed in relation to parking, traffic and amenity matters in the precinct. However, it also agrees, in part with the applicant's response to the submissions (based on ongoing assessments of parking demand and availability in the precinct) and the following comments are added in this regard.

There is no doubt that pressure for parking has increased over past years in the precinct and is likely to continue to increase. Many of the submissions are from residents commenting on the inability of themselves and family members to park close to their residence, what they consider unsafe traffic and pedestrian environments and poor traffic flow and parking availability. The increase in vehicle size (which limits the ability for some residents to park their vehicles on-site, even if they have on-site parking) and the number of adult children living at home with vehicles requiring on-street parking is likely to continue to increase. Parking pressures from a residential perspective have probably increased more so than from a commercial perspective. This is a factor the administration has no control over but it is nevertheless a contributing factor to parking pressure in the precinct which impacts both

traders and residents. Other submissions are concerned for the impact any new uses will have on other commercial tenancies and parking currently available to residents if new businesses access this parking. Again, these are issues related to all commercial uses in the area, not just the subject site and cannot not be resolved through the determination of this application and should be considered in another forum.

Also, as the Council is aware, a group of traders and residents have now formally raised many of the issues expressed in the submissions, along with other matters in a formal request for the Council to prepare a precinct plan comprising principally of urban design, parking and traffic calming measures which they believe are vitally important to George Street's future commercial success. While the concept of a precinct plan, as suggested by this group, will be considered by the Council, there is no guarantee it will be formulated precisely as proposed, or in part. What it does is highlight the complexity of the issues that will need to be addressed in the future by the administration and Council but are not solely related to and should not be the responsibility of the applicant to solve. In the administration's view and considering the heritage considerations, the owner has provided as much parking as is possible on the site and from the administration's observations the Pilates and sauna uses are operating in accordance with the approval and the Town has not received any formal complaints regarding the uses.

These issues and those raised in the submissions cannot be fully addressed in determining this application to use the remaining floor space of the building. The issues raised in the submissions are more complex than simply requiring every new use or change of use on George Street to provide more parking. This does not happen with each application, is not possible, nor always desirable (as expressed by the traders in their submission). It is likely that the Council will need to consider many options for managing parking demand in the precinct in the future, including potentially reducing parking. The reduction in parking has already somewhat been implemented by recent changes to the Planning and Development Regulations which allows for some 'P' (permitted) and 'D' (discretionary) uses in Mixed Use (i.e., George Street) and Town Centre zones (i.e., Richmond Quarter) to be exempt from planning approval and parking requirements (e.g., the medical centre (or consulting room) type uses in the Richmond Quarter and the Brush Factory required no development (planning) approvals or a parking assessment). That is, no further parking was provided even though under the superseded Scheme Provisions it would have been required. If the subject application was being considered in any other location on George Street it would be exempt from development approval and could commence operation without the provision of any parking, except for ground floor offices (this is to ensure activation of the street is maintained not for parking reasons).

In relation to comments concerning the dance school the following is noted. Many businesses currently operating in the precinct have requested parking concessions and have been granted concessions by the Council and/or are operating without parking for historical reasons. Under LPS 3 the Council may vary the parking requirement. In this instance the dance school was approved with 3 shared bays. This number of bays does not cater to every parent choosing to wait or drop off /pick up students. It is noted there is congestion in the area at the drop-off /pick-up time but it does not occur over a protracted time frame.

As the Council is aware, the businesses on George Street will continue to change over time and this adds to the commercial strip's uniqueness and appeal. With each change the parking demand and supply changes, however, there is no immediate option to increase the number of parking bays as discussed above. However, it is considered that there is a good public transport option (i.e., both Marmion Street and Canning Highway have high frequency bus services within a short walking distance), there are available parking bays during the day-time business hours in which the medical centre and office uses will operate and local people working in the area and utilising the facilities are walking or cycling to the building and using public transport.

The matters raised in the submissions cannot be wholly addressed in the consideration of this development application and will require detailed analysis by suitably qualified consultants to determine what changes, if any, would be suitable and affordable for the Council to implement. This cannot be undertaken immediately, so the best outcome and option for the Council to consider is a payment in lieu of parking. While not directly addressing all the issues there are opportunities in the future for the money to contribute to works the Council may consider required. The various ways in which the money can be spent has been outlined above.

A number of submissions requested a further traffic impact assessment (TIA) or similar be undertaken by the applicant or the Town. It is considered this is not required in relation to this application. A traffic impact assessment was undertaken, by suitably qualified consultants, for the significantly more intensive application for a tavern and apartments. The TIA concluded as follows:

- *“parking requirements will be provided for by the available parking supply on-site and immediately adjacent to the site and in nearby on and off-street public parking;*
- *the proposed development is in a catchment which will encourage walking and cycling trips to and from it and nearby residential areas;*
- *the development should generate approximately 610 vehicular trips per day or 61 vehicular trips on a typical peak hour with only residents, residential visitors, and some loading/deliveries driving to and from the actual site (as opposed to the surrounding parking areas) due to constrained parking supply on site;*
- *the traffic impacts of these trips on the nearby local streets are considered acceptable; and*
- *no modifications to on-street parking or the roadway are considered required for the proposed development.”*

In respect to comments regarding the uses proposed, the administration has no objection to these uses. They are considered to be respectful of the heritage building and complementary and similar in nature to other uses along George Street. The site is privately owned and the Council cannot direct the owner to use the building for a particular purpose. Also, there is no benefit in tenancies with constantly changing unviable uses or long vacancies as this does not support other traders and complicates a longer term assessment of parking and traffic.

#### Local Planning Policy (LPP) 3.1.6 – George Street Designated Heritage Area

Section 8 of the LPP 3.1.6 deals specifically with the Royal George Hotel site. The following provisions apply in respect to the additional uses application.

#### Access

*i. Only one vehicular access point to or from Duke Street to any new development is considered supportable.*

#### Vehicle Parking

*i. Vehicle parking contained in semi-basement or undercroft parking is to be located either behind street front tenancies or otherwise suitably screened from the street or ‘sleeved’ behind commercial or residential uses fronting Duke Street.*

As additional parking on-site is not being provided in respect to the current application this clause is not relevant. In any case the existing street front wall along Duke Street is remaining and partly screens the car park. Also, landscaping and lightning of the car park has been installed to satisfy the development approval conditions of the previous application determined in July 2024.

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## CONCLUSION

Determining appropriate uses for this building and redevelopment of the site has presented great challenges for decision makers and design advisors/experts at all levels. The process has run over many years and encompassed several development applications and a Scheme Amendment. With every application the orderly and proper planning of the area has been considered and there have been many varying viewpoints on what this constitutes, whether the amenity impacts of redevelopment and use of the building are reasonable and what is an acceptable scale of development and level of activity, traffic and parking.

In more recent times debate has focussed not only on commercial parking matters, but on resident parking issues as well. In addition, traders have accepted restrictions on operations to match parking requirements (where possible) with constraints on intended patronage and operating hours. At this point the administration wishes to see successful long term uses established in the building that have the minimal requirement for parking, as there are



very few feasible options for providing more on or off street parking. This is important because it is clear the owner is not intending on the building remaining vacant as is evident with the second application for unused floor space.

In summary, the planning issues from the administration's viewpoint and those expressed in the submissions in relation to the determination of the application are as follows:

- are the proposed uses appropriate for the zoning and the heritage listed building?
- will the proposed businesses operate as stated in the application?
- is there sufficient on-site and on-street vehicle parking for the proposed uses at the present time?
- will any negative impact on the traffic and pedestrian safety and amenity of the surrounding area result if approval is granted.

As stated in the previous Officer report (July 2024) the ideal outcome is for the building to be occupied by suitable uses that have minimal impact on on-street parking, traffic and amenity and contribute to a vibrant atmosphere on George Street. Keeping in mind that any additional use proposed is going to add to the parking demand not only because of additional employees but also more visitors to the site. The administration's view is to try and strike a balance whereby the uses approved operate in harmony with already approved uses in the building, complement other uses on George Street and have minimal impact on resident amenity.

Various combinations of uses and allocation of floor space within the building were discussed with the applicant to try to reduce the parking demand. The revised proposal was agreed upon because it is considered it will result in relatively little impact on parking regarding the office uses and the sauna facility, and the medical centre requirement was reduced to a calculation based on a maximum of 4 practitioners rather than 7 as initially proposed. The revised scale of operation was considered supportable given the rear parking area has available bays at on and off-peak times and that it is evident (from site inspection observations) that there are enough bays available in a combination of Duke, George and Silas Street, with overflow into Silas Street (south of George Street) and even bays in King Street being available during the day.

It is evident at this point, and as mentioned in the traders' and residents' submission to Council, that commercial activity on George Street has waned and that parking demand has fluctuated over past years. The Town has also noted that some businesses are trading in a part-time capacity and that there are vacant tenancies. This situation has reduced the demand for parking as well. This has also been evident in the daily observations of parking availability.

So, in light of the above comments, the Council must now consider whether it is to waive the LPS 3 parking requirement and approve of a technical shortfall of 17 bays. The car parking requirements of LPS 3, in part, have been replaced by various clauses of the Planning and Development (Local Planning Schemes Regulations), 2015 (Deemed Provisions). These changes to the parking provisions for planning schemes occurred in 2021.

The Council may approve the application even if it does not meet Planning Scheme requirements, however, it can only do so if it considers the following provisions and criteria have been met. The following text in italics is an extract from the *Planning and Development (Local Planning Schemes) Regulations 2015* Deemed provisions for local planning schemes Schedule 2 - Provisions about car parking Part 9A (clauses not relevant excluded).

Further to the above, the *WA Planning Manual - Non-Residential Car Parking Rates in Perth and Peel* states that where car parking rates have not been formally adopted by Council based on this guidance, Clause 77D of the Regulations provides for variations to the minimum on-site car parking requirements under local planning schemes. As explained above, the guidance contains rates which may be considered as an acceptable variation to the rates contained within a local planning scheme.

## **Division 1 — General**

### **77D. Variation of minimum on-site parking requirement in relation to development**

*(1) The local government may —*

- (a) vary a minimum on-site parking requirement that applies to development so that the minimum number of car parking spaces that must be provided as part of the development is a lower number; or*
- (b) waive a minimum on-site parking requirement that applies to development.*

*(2) The local government must not vary or waive a minimum on-site parking requirement under subclause (1) in relation to development unless the local government is satisfied —*

- (a) that reasonable efforts have been made to comply with the minimum on-site parking requirement without adversely affecting access arrangements, the safety of pedestrians or persons in vehicles, open space, street trees or service infrastructure; and*
- (b) that —*
  - (i) in the case of a variation — the lower number of car parking spaces would be adequate for the demands of the development, having regard to the likely use of the car parking spaces, the availability of off-site parking facilities and the likely use of alternative means of transport; or*
  - (ii) in the case of a waiver — it is not necessary for car parking spaces to be provided as part of the development, having regard to the availability of off-site parking facilities and the likely use of alternative means of transport.*

### **77E. Development that does not comply with applicable minimum on-site parking requirement**

*(1) Development is not required to comply with an applicable minimum on-site parking requirement if —*

- (a) development approval is not required for the development under clause 61; or*
- (b) development approval has been granted for the development subject to either or both of the following —*
  - (i) a payment in lieu of parking condition imposed in accordance with clause 77H;*
  - (ii) a shared parking arrangement condition imposed in accordance with clause 77Q.*

*(2) The local government must not grant development approval for development that does not comply with an applicable minimum on-site parking requirement unless the approval is granted subject to a condition or conditions referred to in subclause (1)(b).*

## **Division 2 - Payment in lieu of provision of car parking spaces**

### **77G. When payment in lieu of parking condition may be imposed**

*(1) The local government must not impose a payment in lieu of parking condition on an approval of development under clause 68(2)(b) otherwise than in accordance with clause 77H.*

*(2) The local government must not impose a payment in lieu of parking condition on an approval of development under clause 68(2)(b) in accordance with clause 77H unless a payment in lieu of parking plan that applies to the area in which the development is to be located is in effect under this Division.*

### **77H. Payment in lieu of parking condition**

*(1) Subject to clause 77G, if the local government grants approval for development that does not satisfy an applicable minimum on-site parking requirement, the local government may under clause 68(2)(b) impose a condition requiring the owner of the land on which the development is to be located to make a payment to the local government in lieu of satisfying the applicable minimum on-site parking requirement.*

*(2) The maximum amount of the payment required under a condition referred to in subclause (1) is the amount calculated in accordance with the determination under subclause (4) (i.e., as per LPP 3.1.4).*

*(3) Subclause (2) does not prevent the local government from imposing a condition that requires a payment that is lower than the maximum amount referred to in that subclause.*

Given the above comments and discussion, it is considered the application can be supported in accordance with the relevant Deemed Provisions of the Planning and Development (LPS) Regulations, 2015.

Due to the nature of the uses proposed the applicant will need to comply with the Building Code of Australia and Environmental Health and Noise Regulations. Conditions of approval and advice notes in this regard are recommended so the applicant is aware of these matters and achieves compliance prior to occupancy permits being issued and while the uses are trading. These matters are detailed in the Officer recommendation.

In light of the above comments, it is recommended that the amended proposal for the additional uses be supported by Council subject to the conditions of approval as outlined in the Officer recommendation and in particular the condition requiring a payment in lieu of parking.

### 13.1 OFFICER RECOMMENDATION / COUNCIL RESOLUTION

**Council Resolution** Choose an item. Click or tap to enter a date.

#### OFFICER RECOMMENDATION:

**That Council in accordance with the provisions of Local Planning Scheme No. 3 exercises its discretion to:**

- (i) approve the expansion of a use not listed in the Zoning Table of Local Planning Scheme No. 3 in accordance with Clause 4.4.2 (sauna and ice bath facility);
- (ii) waive a minimum on-site parking requirement under Clause 77 (D) of Schedule 2 - Deemed Provisions of the Planning and Development (LPS) Regulations, 2015 to allow a parking shortfall of 17 bays in respect to this application; and
- (iii) approve a development which does not comply with the applicable minimum on-site parking requirement in accordance with 77 (E) 1(b)(i) of Schedule 2 - Deemed Provisions of the Planning and Development (LPS) Regulations, 2015 subject to a payment in lieu of parking provision for 11 bays,

for additional uses comprising of a medical centre, offices, apartment sales display suite and expansion of the sauna and ice bath facility at No. 34 (Lot 303) Duke Street, East Fremantle as indicated on plans and information received on 1 November 2024, subject to the following conditions.

1. Approval of the 'apartment sales display suite' being for a period of no more than three (3) years from the date of commencement of the approval period the subject of this development application. After the expiry of the three (3) year approval period any further use of the floor space approved for the apartment sales display suite is subject to the submission of a fresh development application for the Council's consideration.
2. Prior to the submission of a building permit for the commencement of the additional approved uses, payment of \$64,735 shall be made to the Town of East Fremantle for Payment in Lieu of vehicle parking bays which have not been provided on site or in a shared parking arrangement. This condition has been imposed under the requirements of the Town of East Fremantle LPP 3.1.4 - Payment in Lieu of Parking Plan and Schedule 2, clause 77H of the Planning and Development (Local Planning Schemes) Regulations, 2015.
3. No more than twenty (20) patrons in total can utilise the sauna rooms and ice bath facility at any one time over the course of the hours of operation.
4. The hours of operation for the sauna and ice bath facility are limited to 5am to 9pm Monday to Sunday.
5. The hours of operation for the medical centre are limited to 8.00am to 6.30pm Monday to Friday and 8.00am to 1.00pm Saturday only. No public holiday trading/opening is permitted.



6. Up to the equivalent of 4 full time health practitioners in total can be consulting at the site with no more than 4 practitioners being on site consulting at any one time over the course of the hours of operation as stated in condition 5.
7. The provision of change room and lockers (end of trip facilities) for cyclists within the Royal George Hotel building is required to be provided to the satisfaction of the Office of the CEO prior to the issue of an occupancy permit.
8. The provision of wayfinding signage and/or information in regard to parking is required to be provided to the satisfaction of the Office of the CEO. The design, location and type of signage/information is to be discussed with the Town prior to installation/publication and to be to the satisfaction of the Office of the CEO and installed (as required) prior to the occupancy permit being issued.
9. The crossover to Duke Street to be in a condition satisfactory to the Office of the Chief Executive Officer prior to the issue of an occupancy permit.
10. Sight lines at the crossover entrance to the car parking area to be in accordance with Australian Standards and to the satisfaction of the Office of the CEO.
11. The installation of two (2) additional bike racks in the rear car parking area. The location and design of the bike racks to be approved prior to installation and to the satisfaction of the Office of the CEO and installed prior to the issue of an occupancy permit.
12. A separate development application is required for any proposed signage in relation to all uses within the building. All signage to comply with the Town's Local Planning Policy Design Guidelines – Signage.
13. Prior to the submission of an occupancy permit application, a waste management plan is to be submitted for approval by the Office of the CEO. The approved waste management plan is to be implemented and adhered to at all times by the owners and managers of the development to the satisfaction of the Office of the CEO.
14. All clinical waste generated, stored and disposed of from the medical centre shall be handled in accordance with Department of Health WA guidelines.
15. The commercial building to be kept clean and free of graffiti and vandalism at all times and any such graffiti or vandalism to be remedied within 24 hours to the satisfaction of the Office of the CEO.
16. Noise emissions from the premises shall comply with the requirements of the Environmental Protection (Noise) Regulations 1997. Consideration shall be given to the location of large air-conditioning units to ensure that they do not impact on the amenity of nearby noise sensitive premises.
17. Prior to the submission of a building permit application, a Construction Management Plan shall be prepared to the satisfaction of the Town. This plan is to address the following matters during the construction/development period:
  - a) Noise, vibration, air, and dust management;
  - b) Contact details of essential site personnel, construction periods and construction operating hours;
  - c) Traffic management, including footpath closures and proposed signage;
  - d) Parking management for all trades, contractors, and visitors to site;
  - e) Public safety and amenity (traffic control and pedestrian management);
  - f) Site access/egress management;
  - g) Scaffolding management plan;
  - h) Management plan for the loading and unloading of vehicles;
  - i) Heavy construction machinery and deliveries;

- j) Bulk earthwork operations;
- k) Stormwater and sand/sediment control;
- l) Street tree management and protection;
- m) Protection of footpath;
- n) Details of all concrete pours and requirements relating to piling methods or associated works;
- o) Temporary fencing;
- p) Temporary toilets;
- q) Dilapidation of Town infrastructure and nearby properties;
- r) Hoardings and gantries; and
- s) Any other relevant matters.

The requirements of this plan are to be observed at all times during the construction process.

18. With regard to the plans submitted with respect to the building permit application, changes are not to be made in respect of the plans which have received development approval, without those changes being specifically marked for Council's attention.
19. The works are to be constructed in conformity with the drawings and written information in relation to use accompanying the application for development approval other than where varied in compliance with the conditions of this development approval or with Council's further approval.
20. The proposed uses are not to be commenced until all required Building Permits are issued in compliance with the conditions of this development approval unless otherwise amended by the Office of the CEO.
21. With regards to the plans submitted with respect to the Building Permit application, changes are not to be made in respect of the plans which have received development approval, without those changes being specifically marked for the Town's attention.
22. The proposed use is not to be commenced until all conditions attached to this development approval have been finalised to the satisfaction of the Office of the CEO.
23. This development approval is to remain valid for a period of 24 months from the date of this approval. If the development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.

**Advice Notes:**

- i) Work on construction sites shall be limited to between 7am and 7pm on any day which is not a Sunday or Public Holiday. If work is to be done outside these hours a noise management plan must be submitted and approved by the Chief Executive Officer, Town of East Fremantle prior to work commencing, as required by the Environmental Protection (Noise) Regulations 1997.
- ii) The applicant/owner is advised that it is their responsibility to ensure that the proposed development complies with all other applicable legislation, local laws and / or licence / permit requirements that relate to the approved uses.
- iii) A building permit is required to be submitted and approved by the Town in accordance with the Building Act 2011 and Building Regulations 2012. Note that conditions of development approval may require actions and further approvals prior to a building permit application being submitted.
- iv) A copy of the approved plans as stamped by the Town is attached and the application for a building permit is to conform with the approved plans unless otherwise approved by the Office of the CEO.

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## REPORT ATTACHMENTS

Attachments start on the next page

### Location map

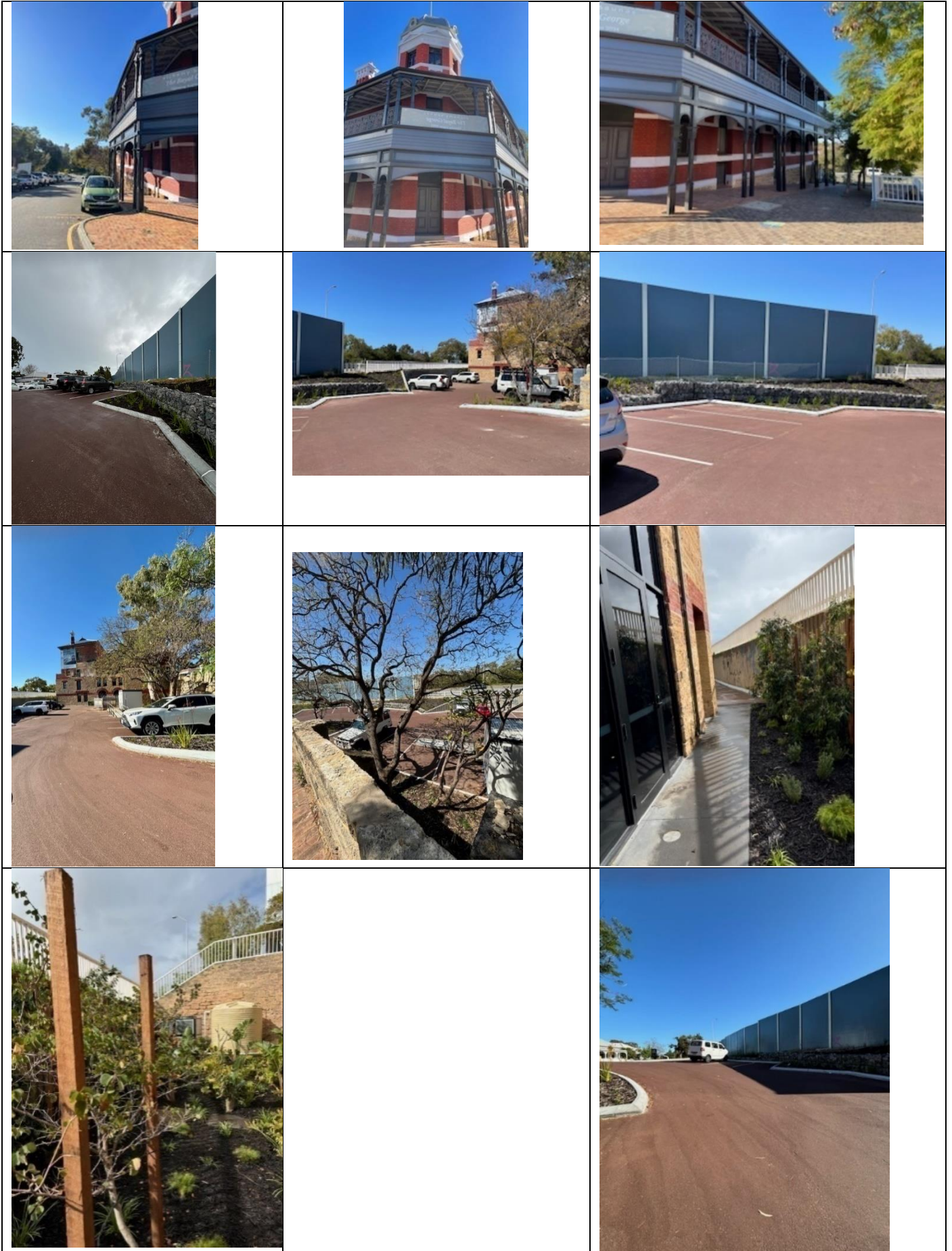


### Advertising map – shaded lots



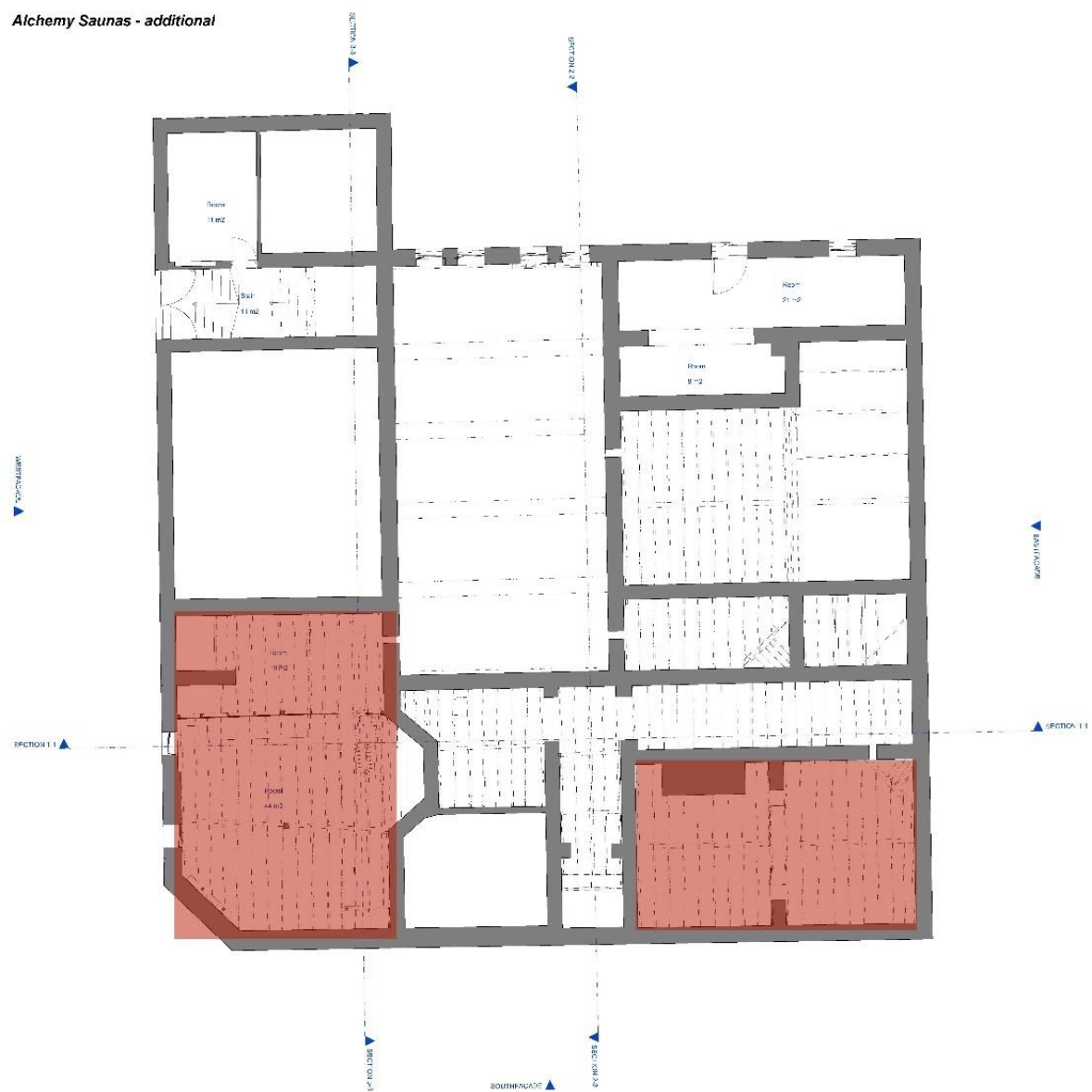


Site Photographs – 34 Duke Street – Royal George Hotel site

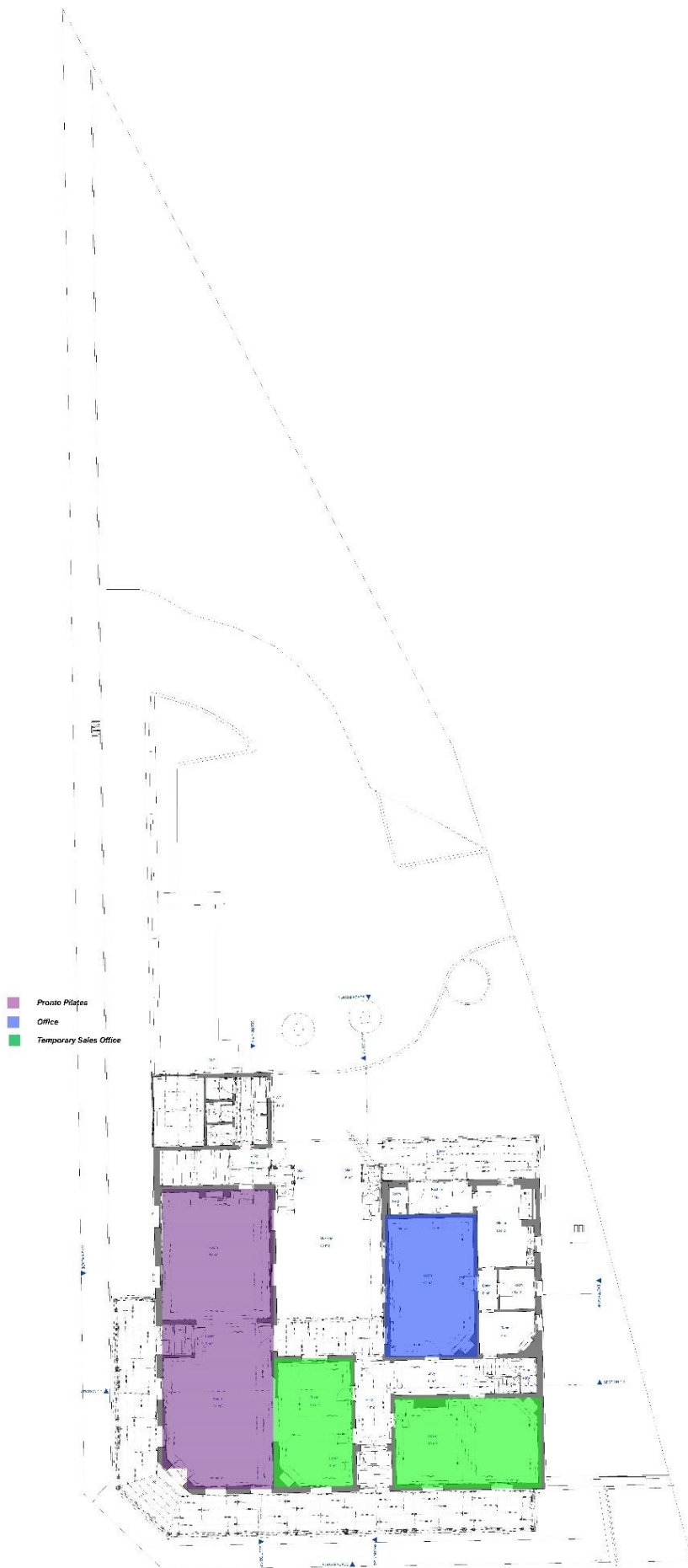




**ROYAL GEORGE HOTEL**  
**Basement Plan**



Page 35 of 180



ROYAL GEORGE HOTEL  
Ground Floor Plan





**ROYAL GEORGE HOTEL**  
**First Floor Plan**

LEVEL	ORIGINAL	AMENDED
<b>Basement</b>	Not subject to this application	Not subject to this application
<b>Lower Ground Floor</b>	<ul style="list-style-type: none"> <li>• 63qsm room - office</li> <li>• 38sqm room - sauna and ice bath (no change to existing capacity)</li> </ul>	<ul style="list-style-type: none"> <li>• 63qsm room - sauna and ice bath (no change to existing capacity)</li> <li>• 38sqm room - sauna and ice bath (no change to existing capacity)</li> </ul>
<b>Ground Floor</b>	<ul style="list-style-type: none"> <li>• 3 x rooms totalling 118sqm – office</li> </ul>	<ul style="list-style-type: none"> <li>• Rear room of 42sqm – office</li> <li>• 2 x front rooms totalling 76sqm – temporary sales office and display suite (restricted opening hours)</li> </ul>
<b>First Floor</b>	<ul style="list-style-type: none"> <li>• 82sqm – office</li> <li>• 172sqm – medical centre (7 practitioners)</li> </ul>	<ul style="list-style-type: none"> <li>• 82sqm - office</li> <li>• 176sqm – medical centre (4 practitioners)</li> </ul>

## Schedule of Submissions

## Proposed Additional Uses – Royal George Hotel Building - 34 (Lot 303) Duke Street, East Fremantle

No	Support / Object	Summary of Submission	Applicant Response	Officer Response
1	Object	<p>I am very concerned about the impact this proposed new use will have as I do not have off street parking. The owners continue to propose intense uses that create a high parking demand. I know my local medical practice generates a lot more visitors than what is being presented here. Where are residents going to park?</p> <p>I have noticed parking on Duke Street has become even more difficult lately with the introduction of Pilates and the Sauna business yet the car park remains mostly empty. I don't understand why the operators and users of these businesses don't use their own new car park – is it to suggest it is underutilised?</p> <p>I hope that Council will enforce the owners provide the adequate number of car bays on-site.</p>	<p>The statement that the car park is mostly empty is correct, however, the existing businesses customers (sauna and Pilates) predominantly do in fact use this car park.</p> <p>The reason it appears empty a lot of the time is because the sauna and Pilates businesses have peak times outside of normal business hours - prior to 8am and after 5pm.</p> <p>This supports the position in the submission that the various uses within the building benefit from a complementary and reciprocal relationship that helps alleviate and manage the car parking demand.</p> <p>In summary, as noted in this submission the car park is mostly underutilised during standard business hours and can be used to support the new businesses (offices and medical centre) that are subject of this application.</p>	Refer to Comment section of Officer Report and Officer Recommendation.
2	Object	<p>If I am reading this application correctly, the existing car bays have already been used under the recent approvals. So the owners are requesting large medical centre with no on-site parking?</p> <p>If the proponent is suggesting they pass their responsibility for parking to this Council and community by way of cash in lieu, where are all these car bays going to appear? – it seems the only possible area they could propose would be some distance away on Silas Street, (via the underpass) Silas Street is already full before the new shopping centre is opened.</p> <p>Regardless of where they are proposing, employees and visitors will first try Duke Street rather than a long walk. Noting it is a proposed medical centre, does anyone believe people who are seeking medical attention would prefer to walk a long distance to the centre? This will have a devastating flow on effect to Duke Street, George Street, King Street, Sewell Street, and then all the way to Hubble and Glyde Street.</p> <p>This is not reasonable to the local residents and businesses who need the limited car bays that are available.</p>	<p>The 17 car bays are to be shared for all users of the Royal George Hotel, therefore the medical centre does have access to on-site parking.</p> <p>Furthermore, there is a complementary and reciprocal demand relationship between the various users within the building. The pre-existing Pilates and sauna businesses have peak demand times outside of normal business hours (prior to 8am and after 5pm) while the medical centre and offices demand occur during normal business hours. This assists in managing parking demand on-site and increasing the availability of bays for all users.</p> <p>The business occupying the Medical Centre space is not a GP clinic.</p> <p>The statement that there will be “a devastating flow on effect to Duke Street, George Street, King Street, Sewell Street, and then all the way to Hubble and Glyde Street” has no supporting information or analysis that supports it.</p>	Refer to Comment section of Officer Report and Officer Recommendation.
3		<p>I understand the need for the owner of the RGH to generate rental income and in principle have no objection to the proposed uses subject to the Council enforcing the full parking requirements.</p> <p>I am advised that the Council chose to ignore the officers' recommendations on parking requirements for the recently approved Pilates, sauna, ice bath etc facilities. This failure is more than disappointing given the well-known parking issues in the George Street Precinct. Residents and local businesses (customers and employees) already suffer from a complete lack of even reasonable parking facilities. Given a choice, customers will always go to a business where they know they will be able to park close to their destination.</p> <p>George Street is an “icon” in East Fremantle and new visitors are instantly pleasantly surprised when they first experience the precinct but, the usual comment is –“there is virtually no parking” and this discourages visitors/patrons to the area.</p> <p>The Council has failed to proactively and creatively provide adequate parking in the George Street precinct.</p> <p>I acknowledge that the Council and other objectors have been over-ruled by State Government authorities in relation to previous parking needs for the RGH.</p> <p>Examples of the Council's disappointing action on parking include—</p>	<p>This objection does not raise any specific or valid planning considerations.</p>	Refer to Comment section of Officer Report and Officer Recommendation.

No	Support / Object	Summary of Submission	Applicant Response	Officer Response
		<p>Failure to pressure the State Government to provide financial assistance on the parking issues caused by the Government’s decisions on the RGH major development plans.</p> <p>Failure to support the recommendations of Council officers on the recent parking approvals for RGH –in the order of a 50% reduction in regulations required parking</p> <p>The sale of the Council owned building at 128 George St thereby reducing public parking (9 bays ?). Surely the reduction in parking was considered. This building should have been demolished and completely turned into public parking -- the RGH applicants should have been required to contribute. Council should have pushed for State Government funding.</p> <p>The failure to show some positive initiative to take a decision to convert the small unattractive/unused open land encompassed by the northern end of Duke Street., King Street and St Peters Road into parking, being the only available vacant, unloved land clearly suitable. At my cost, I have previously presented an architect’s plans and an engineer’s cost estimate to convert that space to parking with attractive landscaping for about 80-90 parking bays. Other metropolitan Councils take the necessary decisions to provide parking. I live in Mt Claremont at the end of a large circular grassed cul-de-sac which the Nedlands Council allows to be used for parking. It is used daily by residents, trades people and occasionally used for events such as home weddings and large fund-raising events for up to 100 vehicles. I have attached current photographs of residents and trades people vehicle parking. This is a sensible pragmatic decision by Council and the Council rejected a request from a nearby resident to place bollards there to stop the parking (photos provided but not included in the Schedule of Submissions).</p> <p>The East Fremantle Council is failing the residents and small businesses in the precinct. There are several vacant tenancies in George Street – this wonderful, eclectic street is dying due to a lack of parking and more recently fewer patrons/customers caused by the cost of living. Councils have a responsibility to small business as well as residents. Governments, Councils and businesses sometimes have to and must take decisions for a community which may not be supported by small minorities (on many occasions perennial objectors).</p> <p>My Brush Factory building has space immediately in front for two cars. About 3 years (maybe longer) ago single cars were parking there taking up the whole space (no parking lines). I repeatedly asked the Council to please mark the space into 2 bays. Nothing happened and I was advised that parking in the whole precinct was being reviewed and no action would be taken until parking matters had been decided. I am talking about “one white line “! I was prepared to do it myself. Finally, about 18 months to 2 years later the Council painted a white line and not very well divided either. I relate this only to support my claims of the Council failing to act.</p> <p>The Council seems to be paralysed in no action or innovative, decisive decision making. The Council officers are not at fault.</p> <p>I have been shown an objection submission by another George Street property owner disputing reasons given in the applicant’s claim that the provision of 53 parking bays on site would be unreasonable. I fully agree with his submission.</p> <p>The RGH developer applicant has known right from the beginning that parking would have to be resolved, and Council must apply the rules on generally the same basis to all.</p> <p>My Brush Factory tenants, and adjacent apartment owners have previously lodged written objections on parking issues with the RGH—as have many community members. If there are not a lot of objections from others you can safely assume they are “worn out” with the whole process.</p> <p>The Council needs to show some strength of character. These comments are not directed to the persona of individual Council Members, but they are directed to the Council body as a whole –a complete failure to support the mainstay of the precinct. I urge the Council to take positive and innovative action and fight for the</p>		

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		<p>“majority”. The Council MUST support the historical fabric of the George Street precinct with courage and conviction.</p> <p>Please accept that this objection is on behalf of all 8 tenants in the Brush Factory including the dance studio parents for their approximately 200 children plus the adjoining 12 apartment owners. The dance studios are a drop off and pick up facility except for 3 teachers who park in the Brush Factory basement parking area.</p>		
4	Object	<p>I have a concern regarding parking at the Royal George.</p> <p>We are trying to reduce the imprint cars have in the precinct. Royal George needs to appropriately supply car bays within its footprint to support its tenants. It seems that George Street is becoming a traffic hwy.</p> <p>We need to think less about cars, more about foot traffic, cycle ways that are safe and a focus on pre-existing businesses.</p>	<p>The basis for this objection is unclear as the points raised are highly contradictory.</p> <p>It expresses a desire to think less about cars, but also states that we need to supply further parking on site to support more cars.</p>	Refer to Comment section of Officer Report and Officer Recommendation.
5	Support	<p>I wish to state my support for the proposal. A medical centre sounds like a good addition to the precinct. It is nice that Alchemy Saunas and Pronto Pilates have opened and are breathing life back into the Royal George and it would be great to see that continue with more of the space occupied.</p> <p>I often see residents complaining about parking being an issue in the Plympton Ward. That is not my experience. The streets might get busy on a Saturday morning, but soon quieten down. I never have any issues with parking on my street and do not understand the complaints.</p>	Noted – our experience with commercial parking in the immediate vicinity of the Royal George Hotel is similar to that described.	Refer to Comment section of Officer Report and Officer Recommendation.
6	Concerns	<p>I have noticed parking in this area is becoming more difficult as the months go by. I note that the George Hotel is becoming a medical centre as well as a Pilates centre and a sauna business, all of which are going to require significant parking access. I read that the sauna business has a new carpark for 16 or 17 vehicles. I must say I feel quite confused because their carpark appears to be right where the multi storey apartment complex is going to be built, unless I have been given incorrect information.</p> <p>I trust that the Council is going to insist that the medical centre will build a carpark off the road for their numerous patients, doctors, nurses, admin and reception staff. I would sincerely hope and believe that the Council members who are voted into their roles by residents, will ensure they are taking care of the needs of residents and not focus on the new businesses by ignoring the correct amount of car parking requirements for these new businesses. Most of the residents require street parking for at least one of their family cars. It is noted that in Fremantle, many of the residents have a special sticker for their vehicles proving they alone can park in the allocated space outside of their property. Please don't forget the current businesses in George St most of whom, rely on street parking for their patrons.</p> <p>I feel quite alarmed that these new businesses will cause untold challenges for residents and George St businesses alike unless the new businesses are told they must build an off-street car park for a significant number of attendees at these businesses including the doctors, nurses, admin and reception staff. A two-storey carpark would ensure there are spaces for many vehicles.</p> <p>Councillors, please look after the ratepayers who voted for you to ensure you protect the rights of rate payers and small business alike. Surely you can appreciate just how critical it is that these new businesses don't 'bleed' vehicles into George St and nearby streets, causing distress and frustration into the future. Please ensure they are required to build a carpark sufficient to take the accurate numbers of attendees and staff using the facilities.</p>	<p>The 17 parking bays currently on-site at the Royal George Hotel are designated for shared use by all patrons.</p> <p>Due to the triangular shape of the vacant land behind the hotel and the constraints imposed by the heritage-listed building, constructing a multi-level car park would only allow for about 8-9 bays per level. To meet the requirement of 53 car bays for the various uses within the building, we would need to build a large, 6 storey multi-deck car park above ground.</p> <p>The Town of East Fremantle's Local Planning Scheme 3 includes the following provision:</p> <p><i>"5.9.8.12 Notwithstanding Clause 5.9.8.11, parking requirements for non-residential uses in the existing Royal George Hotel building may be reduced to zero bays if it is demonstrated to the satisfaction of the decision maker, considering the advice of the State Design Review Panel, that providing the required parking would lead to an undesirable built form outcome."</i></p> <p>This clause effectively allows for the reduction of parking requirements to zero, should providing 53 bays result in a "detrimental built form outcome."</p> <p>We believe that a 6 storey multi-deck car park would indeed be considered a "detrimental built form outcome" by the State Design Review Panel and does not meet the specific objectives of in clause 4.2 of the Local Planning Scheme under <u>Special Zone – Royal George Hotel</u></p> <p>However, we recognise the need to balance good design, heritage preservation, on-street parking demand, and community concerns. For this reason, we are not proposing to eliminate on-site parking entirely, even though this clause permits it.</p> <p>Additionally, there is a complementary and reciprocal relationship between the various users within the building in terms of parking demand. The pre-existing Pilates</p>	Refer to Comment section of Officer Report and Officer Recommendation.

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			and sauna businesses experience peak demand outside of regular business hours (before 8 AM and after 5 PM), while the medical centre and office spaces primarily require parking during standard business hours. This staggered demand helps to efficiently manage on-site parking and increases the availability of bays for all users.	
7	Concerns	<p>As a ratepayer in East Fremantle over many years and living close to George Street, I feel well qualified to raise the issue of parking in the George Street area. It has been drawn to my attention just recently, that a new medical centre is planned for the George Hotel. I am unsure what occurred to remove the plan for a restaurant and bar for use of locals and visitors alike. A new Pilates studio has sprung up together with a sauna business at the same location. Parking in the street appears to be the preferred choice for users. My questions: Will there be a new carpark for these businesses? Where will people park once the new apartment complex is commenced?</p> <p>Where will the tradies park, and eventually, Where will visitors and residents park? A new carpark is now available for the Sauna business. Is this where the apartment complex is going to be built? I counted 16 spaces. Surely staff and clients will need more than the 16 allocated spaces.</p> <p>George Street businesses rely on street parking in the main and would seriously struggle if parking becomes impossible. Residents use street parking for their own vehicles and would be furious if they were unable to park outside their house or close by. I would hope that the Council is taking these concerns very seriously when determining carpark arrangements for these businesses. A two-storey carpark would accommodate the parking requirements of the businesses at the George Hotel. This would not intrude into the street to spoil the aesthetics of the locality.</p> <p>I trust the Council is listening to locals and not just the requests of these new businesses. There is room for all, if carparking arrangements are a good fit for everybody.</p>	<p>The 17 parking bays currently on-site at the Royal George Hotel are designated for shared use by all patrons.</p> <p>Due to the triangular shape of the vacant land behind the hotel and the constraints imposed by the heritage-listed building, constructing a multi-level car park would only allow for about 8-9 bays per level. To meet the requirement of 53 car bays for the various uses within the building, we would need to build a large, 6 storey multi-deck car park above ground.</p> <p>The Town of East Fremantle's Local Planning Scheme 3 includes the following provision:</p> <p><i>"5.9.8.12 Notwithstanding Clause 5.9.8.11, parking requirements for non-residential uses in the existing Royal George Hotel building may be reduced to zero bays if it is demonstrated to the satisfaction of the decision maker, considering the advice of the State Design Review Panel, that providing the required parking would lead to an undesirable built form outcome."</i></p> <p>We believe that a 6 storey multi-deck car park would indeed be considered a "detrimental built form outcome" by the State Design Review Panel and does not meet the specific objectives of in clause 4.2 of the Local Planning Scheme under <u>Special Zone – Royal George Hotel</u></p> <p>We believe that a 6 storey multi-deck car park would indeed be considered a "detrimental built form outcome" by the State Design Review Panel.</p> <p>However, we recognize the need to balance good design, heritage preservation, on-street parking demand, and community concerns. For this reason, we are not proposing to eliminate parking entirely, even though this clause permits it.</p> <p>Additionally, there is a complementary and reciprocal relationship between the various users within the building in terms of parking demand. The pre-existing Pilates and sauna businesses experience peak demand outside of regular business hours (before 8am and after 5pm), while the medical centre and office spaces primarily require parking during standard business hours. This staggered demand helps to efficiently manage on-site parking and increases the availability of bays for all users.</p>	Refer to Comment section of Officer Report and Officer Recommendation.
8	Object	<p>In spite of the site developer's initial reassurance, there was no mention of the possibility of additional businesses, no parking provisions made outside those of residential use.</p> <p>A medical practice without parking provision for parking, more spa and salon applicants all put more parking constraints on local residents.</p> <p>There should be a public meeting for Plympton residents to air their concerns and to hear justification for approval of these proposals.</p>	<p>It has always been our intention to activate the whole of the building and we've never communicated anything to the contrary.</p> <p>The 17 car bays are to be shared for all users of the Royal George Hotel, therefore the medical centre does have access to on-site parking.</p>	Refer to Comment section of Officer Report and Officer Recommendation.
9	Object	We object to the proposal due to the application not providing an updated parking / traffic flow consideration or analysis. The original application was approved for a tavern, however, a medical centre represents a substantial shift in the type of worker and visitors to the area. Furthermore, we also object as it sets a	The Town's planning scheme includes car park ratios that are applied to the various uses that are the subject of this application.	Refer to Comment section of Officer Report

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		<p>precedent of application approval without updated parking considerations or analysis based on the nature of the business.</p> <p>We wish to highlight our concerns regarding the accuracy and quality of any previous parking/traffic flow results that may be considered in this application and are already particularly concerned about the current peak traffic times and the impact of nearby commercial activities.</p> <p>A medical centre would significantly change the parking and traffic flow, and this needs to be updated for consideration.</p> <p>Furthermore, we would appreciate clarification on the measures the Council plans to implement to address the peak periods. The absence of signage and enforcement on Duke Street has already created a significant bottleneck, exacerbated by its current two way traffic in a street that is a dead end, and a curve in the lower section that is constantly parked on both sides.</p> <p>Parking in no-standing zones, blocked driveways, and restricted access for residents without prior notification already occurs all the time.</p>	We would support improved signage and line marking within Duke Street that increases legibility and efficiency of existing on-street parking.	and Officer Recommendation.
10	Object	<p>Car parking is not at all sufficient. It is already very tight on Duke St and this will add further pressure. Often visitors park over resident's driveways.</p> <p>The 14 car bays cannot adequately service the staff and patients/attendees of 12 consulting rooms, offices, the sauna and Pilates studio. Please ask the developer to do their maths again and propose a reasonable solution.</p> <p>As an aside, there's already a large medical centre less than 300m from this site so failing to see how this will add benefit to the local residents. Would be great to see a proposal for something that added some soul to the beautiful building.</p>	<p>The 17 car bays are to be shared for all users of the Royal George Hotel, therefore the medical centre does have access to on-site parking.</p> <p>Medical Centre is the use class under the Town of East Fremantle planning scheme that applies to various sorts of business, not just medical centres that are GP clinics.</p> <p>The business that will occupy the medical centre space is not a GP clinic, like that referenced by this submission, and will in fact bring a complementary service to the community that doesn't exist.</p>	Refer to Comment section of Officer Report and Officer Recommendation.
11	Support	<p>I wholeheartedly support this change of use proposal as it would be wonderful to have the Royal George come alive again, particularly in providing businesses that are engaged with enhancing the health of our community. The Plympton Ward has become a hub for health services such as physiotherapy and podiatry, and the proposed medical centre, with a focus on women's and children's health care, will provide something unique to this area. As a woman and a mother, I am excited to see a medical service established with my and my family's needs as the priority, particularly so close to home!</p> <p>It will be fantastic to see the Royal George being utilised for good in a respectful, quiet manner, and not becoming just another noisy "pub" jam packed with intoxicated people spilling onto the local streets at night. I also agree with the applicant's common sense thoughts on parking...the users of the building will come and go at various stages of the day. As a user of the Pilates and sauna facilities that are onsite, I have always found the car park at the rear to have plenty of empty bays at all different hours of the day.</p> <p>Many local residents walk or ride to use the Pilates and sauna and I would imagine this would also be the case with the medical centre. I'm looking forward to seeing the council support this change of use.</p>	Noted.	Refer to Comment section of Officer Report and Officer Recommendation.
12	Object	<p>The community are confused - this was approved by Council to be reopened as a hotel - which the whole community could enjoy and what this beautiful building once was.</p> <p>Why has the original approval not happened? Now we have a sauna and Pilates which is exclusive to members only. That was an odd choice and so is a medical centre. Reopen it for what it was originally approved for and as its name says - a hotel!!</p>	<p>This objection does not raise any specific or valid planning considerations.</p> <p>I would note that as of early October the Pilates and sauna businesses have over 600 members combined, therefore a large part of the local community is obviously enjoying access to these spaces and finding benefit from the activation of parts of the building.</p>	Refer to Comment section of Officer Report and Officer Recommendation.



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		It should be enjoyed by the community given how cheaply it was handed over to its restorer! We need precincts like this activated or they become a dead space which is what it has been forever! Not restricted to members only exclusivity. Open the hotel like it was approved.		
13	Object	<p>It would be another disappointing use of this beautiful building. It is fast becoming an eyesore, with advertising banners covering up the architecture. Why keep repeating service we already have within walking distance? It would be much nicer to see it used as another hospitality venue offering something alternative to existing venues.</p> <p>Generally, people walk to Uber to such a venue which reduces the parking issue. I feel that a medical centre of the scale proposed would grossly impact the parking in our street, while not adding value for the existing businesses.</p>	<p>This objection does not raise any specific or valid planning considerations.</p> <p>The Town of East Fremantle determined at its August 2023 meeting that the previously proposed hospitality venue would require over 180 bays, meaning a medical centre has far less of an impact on parking demand than any comparable hospitality use.</p> <p>Whilst part of the building was considered for hospitality use as part of this application, the increased parking demands generated by hospitality use discouraged us from pursuing this approach.</p>	Refer to Comment section of Officer Report and Officer Recommendation.
14	Object	<p>I live on Duke Street, and parking has already become a nightmare. The traffic is horrible all day long, with cars constantly going up and down the street. It used to be a nice, quiet neighbourhood, but now it is incredibly busy. Now, you are planning to add even more traffic and no parking, and it feels like you never listen. I have raised objections multiple times, but you always proceed with the applicant's plans regardless.</p> <p>The residents are starting to get upset. We pay property taxes, yet we can't even park near our homes. Many of us have to walk five minutes just to park our cars. This is getting ridiculous, and now you're adding more offices with even more people. You need to start listening to the community. People going to the spa and to the Pilates are not using the car park instead, they are parking in Duke Street then the car park of the Royal George Hotel has empty spaces with all the cars filling up the streets - this is ridiculous.</p>	The 17 car bays that currently exist on-site are to be shared for all users of the Royal George Hotel.	Refer to Comment section of Officer Report and Officer Recommendation.
15	Concerns	<p>I am a long-term resident of East Fremantle and feel privileged to be able to live in such a beautiful location. George Street is the heart of the district with a rich history and a village like atmosphere. Small businesses add a mixture of interest to the street and their owners work hard to attract customers many of whom, require street parking to enjoy what each business has to offer.</p> <p>I have just found out that the George Hotel is no longer going to be a restaurant and tavern, rather a medical centre, Pilates centre and a sauna business. Where is the carpark for these businesses? As an example of parking shortages in the area, I attend the East Fremantle Medical Centre in Silas Street which has its own carpark and even so, patients park in the street when it is full which is most of the time. The Centre needs a significant amount of parking spaces for the doctors, nursing, reception and administrative staff daily. At any one time, at least a dozen patients are waiting for their appointment who park in the nearby streets. Small businesses in Silas Street and nearby complain of a lack of parking for their customers.</p> <p>I am asking the Council to stipulate these new businesses in the George Hotel build their own carpark to limit further street parking congestion in nearby streets. Many of the rate paying residents do not have off street parking and need to park in their street. I understand that the 16 car spaces in the new carpark adjacent to the George Hotel in Duke Street have already been counted for the new sauna business operating out of the hotel. The new medical centre will require many car spaces based on my knowledge of the Medical Centre in Silas Street. I trust the Council will insist the Medical Centre will construct a suitable size carpark at the rear of the hotel.</p> <p>I hope and trust the Council will consider the needs of existing businesses and residents who live in the area surrounding the George Hotel and take steps to ensure this new business will have to develop a carpark supporting the number of spaces legitimately needed.</p>	<p>The 17 parking bays currently on-site at the Royal George Hotel are designated for shared use by all patrons.</p> <p>Due to the triangular shape of the vacant land behind the hotel and the constraints imposed by the heritage-listed building, constructing a multi-level car park would only allow for about 8-9 bays per level. To meet the requirement of 53 car bays for the various uses within the building, we would need to build a large, 6 storey multi-deck car park above ground.</p> <p>The Town of East Fremantle's Local Planning Scheme 3 includes the following provision:</p> <p><i>"5.9.8.12 Notwithstanding Clause 5.9.8.11, parking requirements for non-residential uses in the existing Royal George Hotel building may be reduced to zero bays if it is demonstrated to the satisfaction of the decision maker, considering the advice of the State Design Review Panel, that providing the required parking would lead to an undesirable built form outcome."</i></p> <p>This clause effectively allows for the reduction of parking requirements to zero, should providing 53 bays result in a "detrimental built form outcome."</p> <p>We believe that a 6 storey multi-deck car park would indeed be considered a "detrimental built form outcome" by the State Design Review Panel and does not meet the specific objectives of in clause 4.2 of the Local Planning Scheme under <u>Special Zone – Royal George Hotel</u></p>	Refer to Comment section of Officer Report and Officer Recommendation.

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			<p>However, we recognise the need to balance good design, heritage preservation, on-street parking demand, and community concerns. For this reason, we are not proposing to eliminate parking entirely, even though this clause permits it.</p> <p>Additionally, there is a complementary and reciprocal relationship between the various users within the building in terms of parking demand. The pre-existing Pilates and sauna businesses experience peak demand outside of regular business hours (before 8 AM and after 5 PM), while the medical centre and office spaces primarily require parking during standard business hours. This staggered demand helps to efficiently manage on-site parking and increases the availability of bays for all users.</p>	
16	Object	<p>There are nowhere near enough car spaces and there doesn't appear to be any application or plans to increase it. 14 car bays servicing 12 consulting rooms (Drs, nurses, reception staff and appointments every 15 minutes) alchemy office (4 staff) Sauna approval 20 per hour and Pilates 10 per hour.</p> <p>Peak for Sauna and Pilates after 4 as well as a peak for dance studio, jazz club, Eugene's and Little Fire restaurant. This is the reason Duke Street is often flooded with cars, many of which park over residents' driveways, blocking them in or not allowing access to their homes. There is simply not enough parking and I am sure the Council will do the right thing and reject this application.</p>	<p>The 17 parking bays currently on-site at the Royal George Hotel are designated for shared use by all patrons.</p> <p>Due to the triangular shape of the vacant land behind the hotel and the constraints imposed by the heritage-listed building, constructing a multi-level car park would only allow for about 8-9 bays per level. To meet the requirement of 53 car bays for the various uses within the building, we would need to build a large, 6 storey multi-deck car park above ground.</p> <p>The Town of East Fremantle's Local Planning Scheme 3 includes the following provision:</p> <p><i>"5.9.8.12 Notwithstanding Clause 5.9.8.11, parking requirements for non-residential uses in the existing Royal George Hotel building may be reduced to zero bays if it is demonstrated to the satisfaction of the decision maker, considering the advice of the State Design Review Panel, that providing the required parking would lead to an undesirable built form outcome."</i></p> <p>This clause effectively allows for the reduction of parking requirements to zero, should providing 53 bays result in a "detrimental built form outcome."</p> <p>We believe that a 6 storey multi-deck car park would indeed be considered a "detrimental built form outcome" by the State Design Review Panel and does not meet the specific objectives of in clause 4.2 of the Local Planning Scheme under <u>Special Zone – Royal George Hotel</u></p> <p>However, we recognise the need to balance good design, heritage preservation, on-street parking demand, and community concerns. For this reason, we are not proposing to eliminate parking entirely, even though this clause permits it.</p> <p>Additionally, there is a complementary and reciprocal relationship between the various users within the building in terms of parking demand. The pre-existing Pilates and sauna businesses experience peak demand outside of regular business hours (before 8am and after 5pm), while the medical centre and office spaces primarily require parking during standard business hours. This staggered demand helps to efficiently manage on-site parking and increases the availability of bays for all users.</p>	Refer to Comment section of Officer Report and Officer Recommendation.
17	Concerns	This is insane and not what was agreed to! There is no provision of any parking for staff or visitors. Duke and George Streets are already full of cars from residences and commercial properties. Be reasonable and stop the greedy creep of uses for this building. Stop this proposal.	The 17 car bays that currently exist on-site are to be shared for all users of the Royal George Hotel which will provide some parking for staff and visitors.	Refer to Comment section of Officer Report and Officer Recommendation.

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18	Object	Absolutely the wrong business for our beautiful vibrant neighbourhood. It feels like you are trying to kill the George Street Precinct at this stage. Stop putting medical businesses in our tiny neighbourhood. It is not just the parking, which is hideous, it is the general vibe you are trying to ruin.	The types of businesses that form this application are consistent with what already exists within George Street and offer complementary services to the local community.  Reactivating the Royal George Hotel – the most significant heritage building in the area - will benefit the George Street Precinct not 'kill' it.	Refer to Comment section of Officer Report and Officer Recommendation.
19	Object	I have major concerns for this application of a medical centre / office proposed for the Royal George site due to there being no parking allocated for patients / staff associated with the medical centre. In a residential area that is already extremely tight on car parking this is extremely concerning. There are already issues:  - a lot of residents already needing to park on the street due to not having off street parking. - visitors to George Street (who already spill in to the residential streets) this is highly concerning.  A medical centre will bring a large number of people and where are they proposed to park? I am not against the idea of a medical centre, if sufficient additional parking is provided!	The 17 parking bays currently on-site at the Royal George Hotel are designated for shared use by all patrons.  Due to the triangular shape of the vacant land behind the hotel and the constraints imposed by the heritage-listed building, constructing a multi-level car park would only allow for about 8-9 bays per level. To meet the requirement of 53 car bays for the various uses within the building, we would need to build a large, 6 storey multi-deck car park above ground.  The Town of East Fremantle's Local Planning Scheme 3 includes the following provision:  <i>"5.9.8.12 Notwithstanding Clause 5.9.8.11, parking requirements for non-residential uses in the existing Royal George Hotel building may be reduced to zero bays if it is demonstrated to the satisfaction of the decision maker, considering the advice of the State Design Review Panel, that providing the required parking would lead to an undesirable built form outcome."</i>  This clause effectively allows for the reduction of parking requirements to zero, should providing 53 bays result in a "detrimental built form outcome."  We believe that a 6 storey multi-deck car park would indeed be considered a "detrimental built form outcome" by the State Design Review Panel and does not meet the specific objectives of in clause 4.2 of the Local Planning Scheme under <u>Special Zone – Royal George Hotel</u>  However, we recognise the need to balance good design, heritage preservation, on-street parking demand, and community concerns. For this reason, we are not proposing to eliminate parking entirely, even though this clause permits it.  Additionally, there is a complementary and reciprocal relationship between the various users within the building in terms of parking demand. The pre-existing Pilates and sauna businesses experience peak demand outside of regular business hours (before 8am and after 5pm), while the medical centre and office spaces primarily require parking during standard business hours. This staggered demand helps to efficiently manage on-site parking and increases the availability of bays for all users.	Refer to Comment section of Officer Report and Officer Recommendation.
20	Object	I have grave concerns with parking availability, and traffic congestion in King Street and at the corner of George and Duke Street turnaround areas. Parking for the extra medical business and existing business already in George Street will be required.  Also, this building should house something in the Arts to lend itself to what the building is, with help from the government if need be. Or more community minded business that is not already in the area. That does not require oodles of parking. The traffic is slow and congested with people looking for parking bays as it is.	There is a complementary and reciprocal relationship between the various users within the building in terms of parking demand. The pre-existing Pilates and sauna businesses experience peak demand outside of regular business hours (before 8am and after 5pm), while the medical centre and office spaces primarily require parking during standard business hours. This staggered demand helps to efficiently manage on-site parking and increases the availability of bays for all users.	Refer to Comment section of Officer Report and Officer Recommendation.

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21	Object	The proposed medical centre must also provide for additional parking on site which is not available. I believe that it is a requirement for the premises to provide sufficient parking for all tenants which must be addressed before any more businesses are allowed to take up occupancy.	<p>The 17 car bays that currently exist on-site are to be shared for all users of the Royal George Hotel.</p> <p>The 17 parking bays currently on-site at the Royal George Hotel are designated for shared use by all patrons.</p> <p>Due to the triangular shape of the vacant land behind the hotel and the constraints imposed by the heritage-listed building, constructing a multi-level car park would only allow for about 8-9 bays per level. To meet the requirement of 53 car bays for the various uses within the building, we would need to build a large, 6 storey multi-deck car park above ground.</p> <p>The Town of East Fremantle's Local Planning Scheme 3 includes the following provision:</p> <p><i>"5.9.8.12 Notwithstanding Clause 5.9.8.11, parking requirements for non-residential uses in the existing Royal George Hotel building may be reduced to zero bays if it is demonstrated to the satisfaction of the decision maker, considering the advice of the State Design Review Panel, that providing the required parking would lead to an undesirable built form outcome."</i></p> <p>This clause effectively allows for the reduction of parking requirements to zero, should providing 53 bays result in a "detrimental built form outcome."</p> <p>We believe that a 6 storey multi-deck car park would indeed be considered a "detrimental built form outcome" by the State Design Review Panel and does not meet the specific objectives of in clause 4.2 of the Local Planning Scheme under <u>Special Zone – Royal George Hotel</u></p> <p>However, we recognise the need to balance good design, heritage preservation, on-street parking demand, and community concerns. For this reason, we are not proposing to eliminate parking entirely, even though this clause permits it.</p> <p>Additionally, there is a complementary and reciprocal relationship between the various users within the building in terms of parking demand. The pre-existing Pilates and sauna businesses experience peak demand outside of regular business hours (before 8am and after 5pm), while the medical centre and office spaces primarily require parking during standard business hours. This staggered demand helps to efficiently manage on-site parking and increases the availability of bays for all users.</p>	Refer to Comment section of Officer Report and Officer Recommendation.
22	Object	George Street needs more pedestrian activity and more cultural vibe. A medical centre is not going to address this. As residents we moved to the area for a community and are hoping for more engagement between residents (as we had hoped would be achieved with a pub).	Noted.	Refer to Comment section of Officer Report and Officer Recommendation.
23	Object	The last thing we need in the area is another Medical Centre. As a Medical Practitioner at Fiona Stanley Hospital, I am acutely aware of the level of service provision in close proximity currently. A cultural venue such as a Restaurant, Pub or Wine Bar would be more appropriate. As a rate payer and home owner in Plympton ward I strongly object to this proposal.	Noted.	Refer to Comment section of Officer Report and Officer Recommendation.
24	Object	I object to this proposal for two main reasons: 1. There is no parking provided. The streets are already congested and it is already difficult to find parking on	The 17 parking bays currently on-site at the Royal George Hotel are designated for shared use by all patrons with its access off Duke Street. The existing building does not have a direct interface with King Street.	Refer to Comment section of Officer Report

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		King Street many days of the week. 2. It does not contribute to a sense of community and the George Street vibe.	The Royal George Hotel is the most significant building within the George Street Precinct. Having sat derelict and vacant for almost 20 years, the restored and reactivated building will significantly improve the “George Street vibe”.	and Officer Recommendation.
25	Object	A medical centre goes against the history of the building and will also add a large amount of traffic in a quiet area.	Medical centre is a use that is capable of approval under the Town’s planning scheme. Historical uses of the building are not a valid planning consideration.	Refer to Comment section of Officer Report and Officer Recommendation.
26	Concerns	Looking at the changes to the proposal, I think the City of East Fremantle and developers need to find better solutions to the massive problem for parking. With many people coming and going from this site, it will put tremendous pressure on an already difficult area to park cars especially for residents on Duke Street. I also would have liked to see more exciting business proposals (offices and a medical centre, which we already have on Silas Street) bring a bit more vibrancy to the area, please!	Noted.	Refer to Comment section of Officer Report and Officer Recommendation.
27	Concerns	I am a long-term resident of East Fremantle and are very proud of what I see is the heart of East Fremantle, the George Street precinct. George street is unique with its eclectic mix of homes and small businesses. It has developed a personality of its own with the support of this council, with the George Street festival.  If I am reading this application correctly, the existing car bays have already been used under the recent approvals and from memory were already short.  So, the owners are requesting large medical centre with no on-site parking? If the proponent is suggesting they pass their responsibility for parking to this council and community by way of cash in lieu, where are all these car bays going to appear? – it seems the only possible area they could propose would be some distance away on Silas Street, (via the underpass) Silas Street is already full BEFORE the new shopping centre is opened.  Regardless of where they are proposing, employees and visitors will first try Duke Street rather than a long walk. Noting it is a proposed medical centre, does anyone believe people who are seeking medical attention would prefer to walk a long distance to the centre? - This will have a devastating flow on effect to Duke Street, George Street, King Street, Sewell Street, and then all the way to Hubble (where we reside) and Glyde Street.  This is not reasonable to the local residents and businesses who need the limited car bays that are available.	The 17 parking bays currently on-site at the Royal George Hotel are designated for shared use by all patrons, including the medical centre.	Refer to Comment section of Officer Report and Officer Recommendation.
28	Object	George street is a great place with quirky individual places, a medical centre does not fit with this area. There are also plenty of medical centres in and around Fremantle. There are several empty and unused commercial buildings in Fremantle centre that could be easily used for this purpose.  The lack of parking for the medical centre will also be an issue as it is often hard to find a parking spot near the amenities in east Fremantle as it is.	The 17 parking bays currently on-site at the Royal George Hotel are designated for shared use by all patrons, including the medical centre.  The number of medical centres around Fremantle is not a valid planning consideration.	Refer to Comment section of Officer Report and Officer Recommendation.
29	Object	The applicant has made significant changes to what was originally intended for the use of the Royal George Hotel. Each time this has been done the George Street precinct and the wider East Fremantle community has been affected.  The timing of the latest change of use is questionable when the applicant would appear to have known what the balance of this building was going to be used for. Had the applicant amalgamated their application for Sauna, Pilates, Office and Medical then Council would have had no choice but to refuse the application based on parking alone.  It is clear to all who reside in East Fremantle and to those visiting that the George Street precinct has a massive parking issue. This application clearly does not consider the impact this has on local residence and	The 17 parking bays currently on-site at the Royal George Hotel are designated for shared use by all patrons, including the medical centre.  The calculation of car bays has been based off the applicable ratios for each use as determined by the various statutory planning instruments.  The “zero parking provision” is a clause that recognises the difficulty associated with reactivating a heritage building on a constrained site and can be applied to any proposed commercial use for the heritage building. It is the way the Scheme was designed to work.	Refer to Comment section of Officer Report and Officer Recommendation.

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		<p>businesses and to use a previously approved use and subsequent zero parking allowance as grounds for approval in this latest iteration is far reaching.</p> <p>It is noted that the zero parking use referred to in the application was based around out of business hours activity and as such would lessen the impact on rate payers, businesses and visitors. This in itself was idealistic but now with this latest application all intended and approved uses are business hours and beyond. Council not only approved the previous application for Sauna and Pilates, went against the recommendation of the technical staff, did not consider the already significant concession in parking and furthermore increased this strain on parking by approving a 100% increase without further advertising. The above actions and outcome have resulted in what can now be seen as an ongoing problem for what remains of the Royal George.</p> <p>The only beneficiary of this application is the applicant themselves. This is at the expense of the wider community who make up the rate payers and current vibe of the area. It is clearly not in the best interests of many and this should be considered in the long term.</p> <p>I am not averse to the uses but the applicant must be made to provide substantial onsite parking. The argument made for the detracting with a multi-level carpark for the building was never an argument whilst gaining approval for the 8 storey apartment building and yet now when it suits it has become a significant point for them.</p> <p>I believe the calculation of car bays is incorrect and is significantly more for full and part time staff. On top of this all the patients attending the medical centre would further put pressure on the streets surrounding the Royal George.</p> <p>Council must in the very least defer the application and request that further planning detail be addressed and have studies undertaken (by Council) on parking, traffic management and cost to rate payers if the council was burdened (thus ratepayers) with the cost of developing parking.</p> <p>The East Fremantle Council must act for the best interests of the people it represents and not for one developer who will be the sole beneficiary of not supplying onsite parking.</p> <p>Any payment in lieu for parking will nowhere near cover the cost of the parking required and would appear a very small minded attitude to take cash over working for the ratepayers to ensure the developer complies with on-site parking.</p> <p>It appears to be a veiled threat that the approved zero parking approved would again be upheld on a completely different use for the Royal George. If the developer was serious about working with the Council, they would arrive at the same conclusion that on site multi-level parking is the only and best option for the people and businesses of East Fremantle.</p> <p>If Council are to consider that the developer does not need on-site parking then it leaves itself open to have to again fight a further application to re-introduce the apartment building at a later date. Thus, again putting further pressure on the area.</p> <p>Any approval of no further onsite parking for the Royal George sets a very dangerous precedence for future development in the East Fremantle area.</p>	<p>We have not sought to rely on it for this application, however, it is a valid planning consideration for the Council that is relevant to its decision making.</p>	
30	Object	<p>I object to the inclusion of medical offices with no provision for parking. Also, I do not believe that George Street needs any medical offices (we have them in all directions close by in other less charming areas in east and south Fremantle and Fremantle) and George Street should remain a hub for shopping, restaurants and businesses with more charm. I believe that the developers will be including medical office space purely for profit.</p>	<p>The 17 parking bays currently on-site at the Royal George Hotel are designated for shared use by all patrons, including the medical centre.</p> <p>The number of medical centres around Fremantle is not a valid planning consideration.</p>	<p>Refer to Comment section of Officer Report and Officer Recommendation.</p>

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31	Object	<p>I object to the Royal George being used as a medical centre for the below reasons:</p> <ul style="list-style-type: none"> <li>it is not an approved use.</li> <li>a Medical Centre is not a permitted use of the Special Zone Royal George Hotel - unless the Council gives an exemption it does not meet the Local Planning Scheme No.3 guidelines “to enhance and promote George Street as a vibrant main Street”.</li> <li>it does not align with the strategic direction of the Town, being small business friendly.</li> <li>a Medical Centre will significantly impact the level of traffic and parking in the area.</li> <li>the application acknowledges the number of parking bays is insufficient.</li> <li>Council should not support the application’s shortfall of provided parking.</li> </ul>	<p>Medical Centre is a use that is capable of approval under the Town’s Planning Scheme.</p> <p>The Royal George Hotel is the most significant heritage building within the Town of East Fremantle and activating it, at all levels, will significantly “enhance and promote George Street as a vibrant Main Street”</p> <p>The business going within the medical space is a small business run by a local woman.</p>	Refer to Comment section of Officer Report and Officer Recommendation.
32	Object	<p>I object to The Royal George being used as a medical centre for the below reasons:</p> <ul style="list-style-type: none"> <li>it is not an approved use.</li> <li>a Medical Centre is not a permitted use of the Special Zone Royal George Hotel - unless the Council gives an exemption it does not meet the Local Planning Scheme No.3 guidelines “to enhance and promote George Street as a vibrant main Street”.</li> <li>it does not align with the strategic direction of the Town, being small business friendly.</li> <li>a Medical Centre will significantly impact the level of traffic and parking in the area.</li> <li>the application acknowledges the number of parking bays is insufficient.</li> <li>Council should not support the application’s shortfall of provided parking.</li> </ul>	<p>Medical Centre is a use that is capable of approval under the Town’s Planning Scheme.</p> <p>The Royal George Hotel is one of the most significant heritage buildings within the Town of East Fremantle and activating it, at all levels, will significantly “enhance and promote George Street as a vibrant Main Street”</p> <p>The business going within the medical space is a small business.</p>	Refer to Comment section of Officer Report and Officer Recommendation.
33	Support	I support the proposal.	Noted.	Refer to Comment section of Officer Report and Officer Recommendation.
34	Concerns	<p>Living directly across the road from the Royal George Hotel, we have welcomed its restoration and subsequent housing of both the saunas and Pilates studio. Since their opening, the street is definitely seeing more cars throughout the day. Without the provision of further parking facilities, I can only imagine that there will be many more cars parked on the street if the medical centre facility is added.</p> <p>My concern is with the low visibility at the bend on Duke Street (around the vicinity of numbers 23 and 25). As it stands, the street is not wide enough to accommodate two cars passing each other if a car is parked at that bend (which now the street is busier, is more likely). We often see drivers taking that bend rather quickly without the extra care required to see whether another car is approaching from the other direction which is a safety concern in itself.</p> <p>Whilst an annual event, Duke Street is always fully lined on each side with parked cars on the day of the George Street festival. Whilst it certainly would slow down traffic, it is almost impossible to squeeze a car down the street when cars are parked either side, which I fear will become a regular occurrence if there is not adequate parking provided for what is proposed in the application.</p> <p>Please consider the impact that this will have on residents and the small businesses already operating at this end of George Street.</p>	We fully support improved signage and line marking within Duke Street that assists safe traffic flows and increases legibility and efficiency of existing on-street parking.	Refer to Comment section of Officer Report and Officer Recommendation.



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35	Object	<p>Duke Street and surrounding streets are already impacted by the traffic generated by nearby businesses (jazz club, dentist, psychology, chiropractor, dance school, pizza, and the recently opened Pilates and sauna at said location). Our driveway is constantly impacted by visitors to the area for these businesses.</p> <p>To try and bring in more businesses which require significant parking, to which there is a massive shortfall is ludicrous. Of particular concern to me is the medical practice. As someone who works in this area, I understand how important parking is for patients and how important it is to provide this so that patients are not running late trying to find parking, thus impacting the efficient functioning of the clinic/s.</p> <p>This location will require patients and staff to drive and park; public transport to this area is poor and won't be used for medical appointments unless absolutely necessary.</p> <p>If the Council wishes to attract more people and business to the area then work with the developer to build a carpark somewhere in the area that all businesses and their patrons/patients can utilise.</p>	Public transport to the area is not poor as there are multiple high frequency buses servicing Marmion Street and Canning Highway that easily access the site.	Refer to Comment section of Officer Report and Officer Recommendation.
36	Object	There is severe shortage of parking in the area and this application makes no attempt to rectify that. Hasn't there been planning approval to construct a multi-level car park? Instead of throwing money at the Council I would urge the developer to use that to build the car park and actually increase the number of bays available.	<p>Due to the triangular shape of the vacant land behind the hotel and the constraints imposed by the heritage-listed building, constructing a multi-level car park would only allow for about 8-9 bays per level. To meet the requirement of 53 car bays for the various uses within the building, we would need to build a large, 6 storey multi-deck car park above ground.</p> <p>The Town of East Fremantle's Local Planning Scheme 3 includes the following provision:</p> <p><i>"5.9.8.12 Notwithstanding Clause 5.9.8.11, parking requirements for non-residential uses in the existing Royal George Hotel building may be reduced to zero bays if it is demonstrated to the satisfaction of the decision maker, considering the advice of the State Design Review Panel, that providing the required parking would lead to an undesirable built form outcome."</i></p> <p>This clause effectively allows for the reduction of parking requirements to zero, should providing 53 bays result in a "detrimental built form outcome."</p> <p>We believe that a 6 storey multi-deck car park would indeed be considered a "detrimental built form outcome" by the State Design Review Panel and does not meet the specific objectives of in clause 4.2 of the Local Planning Scheme under <u>Special Zone – Royal George Hotel</u>.</p> <p>However, we recognise the need to balance good design, heritage preservation, on-street parking demand, and community concerns. For this reason, we are not proposing to eliminate parking entirely, even though this clause permits it.</p>	Refer to Comment section of Officer Report and Officer Recommendation.
37	Concerns	<p>This application should be rejected for the following reasons.</p> <p>1. The objectives of the local planning scheme, special zone- Royal George Hotel (LPS3) include:</p> <ol style="list-style-type: none"> <li>to encourage the preservation and re-use of <u>Royal George Hotel Building</u>;</li> <li>to accommodate the redevelopment of the Royal George Hotel site <i>in a manner which will contemplate the preservation of the <u>Hotel Building</u></i> (emphasis added); and</li> <li>to enhance and promote George Street as a vibrant main street.</li> </ol> <p>The proposed additional uses do not fulfill any of these objectives.</p>	<p>Addressing these points adopting the same numbering:</p> <ol style="list-style-type: none"> <li>The proposal to reactivate the Royal George Hotel through a variety of health, wellness and commercial uses fulfills all of the listed objectives. It is of note that this submission doesn't provide any detail as to how the objectives aren't fulfilled rather it is just a blanket statement.</li> <li>There is no provision of the scheme requiring uses that reflect its historical use. Furthermore, the building has had a variety of historical uses over its 120 year history, including; stables, tavern, hotel, artists in residence, Thai restaurant. The</li> </ol>	Refer to Comment section of Officer Report and Officer Recommendation.

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		<p>2. To satisfy the objectives of the planning scheme outlined in 1(a) and 1(b) above, it is necessary that the proposed use of the building be broadly reflective of its original use as a hotel. It is not an office block. Consistent with this approach, the applicant was granted approval for the re-development of the building comprising a small bar, restaurant, a micro-brewery or similar and a boutique hotel (or at least 'restored hotel rooms'). None of this development has occurred. The present and proposed future uses of the building are a far cry from what was contemplated by the developer when planning approval was originally granted and should be rejected.</p> <p>3. The proposed use of the Hotel as offices, a medical centre and expanded sauna will not enhance and promote George Street as a vibrant main street. The area is already inundated with Pilates and sauna studios. There are now 3 Pilates studios on George Street and two saunas, with Tribe and Ice at 128A George Street being approximately 100 metres from Alchemy Saunas. Alchemy Saunas also has a large facility in Queen Victoria Street in Fremantle. There are only so many ice baths one small street needs! Similarly, the proposed use as a specialist medical centre will cater for a small and specific demographic and will not enhance the vibrancy of George Street as a social hub. It is unclear to what use the proposed 'offices' will be put. However, it appears unlikely that the use of the Royal George Hotel building as office space will enhance the vibrancy of George Street.</p> <p>4. Parking. There are simply not enough parking spaces available in the area to cater for offices and a medical centre. It is for the decision-maker to determine the parking requirements for the building. It is not for the State Design Review Panel to do so. Clause 5.9.8.12 only requires the decision-maker to have regard to the advice of the panel, it is not (contrary to the submission by the applicant) determinative. Finally, it is curious to note that the applicant considers a multi-level decked car park at the rear of the building to be an undesirable outcome. Yet, this is precisely what is (or was) contemplated in the development of the Royal George apartments building.</p>	<p>emphasis added to Hotel Building is misguided, as that is simply used as a descriptor for the building itself not a planning use class.</p> <p>3. The Royal George Hotel is the most significant building within the George Street Precinct. Having sat derelict and vacant for almost 20 years, the restored and reactivated building offering a mix of health, wellness and commercial uses that ultimately service members of the community will significantly enhance the vibrancy of George Street. In addition, the existing sauna and Pilates businesses have attracted over 600 members combined just 6 weeks after opening, so clearly there is a local demand for their services.</p> <p>4. Due to the triangular shape of the vacant land behind the hotel and the constraints imposed by the heritage-listed building, constructing a multi-level car park would only allow for about 8-9 bays per level. To meet the requirement of 53 car bays for the various uses within the building, we would need to build a large, 6 storey multi-deck car park above ground. We believe that a 6 storey multi-deck car park would indeed be considered a "detrimental built form outcome" by the State Design Review Panel and any decision maker would need to give serious regard to this advice as required by clause 4.2 of the planning scheme as it relates to <u>Special Zone – Royal George Hotel</u>. The statement about the previous design for the Royal George apartments is completely incorrect as this design utilised 42 mechanical car stackers for the apartment building and only provided 8 commercial bays for a Tavern use that the Town determined at its August 2023 Council meeting would generate 181 bays of demand. The car stackers were used as they are space efficient and allowed us to mitigate the design impacts of providing such a large number of bays on such a constrained site. It would be impractical to suggest that visitor parking for a commercial building could be housed in mechanical car stackers as the system requires induction and knowledge for its use.</p>	
38	Object	<p>I am a long-term ratepayer in East Fremantle and are very proud of what I see is the heart of East Fremantle, the George Street precinct. George Street is unique with its eclectic mix of homes and small businesses. It has developed a personality of its own with the support of this Council with the George Street festival.</p> <p>It is a matter of when, not if, this important mix of existing businesses will close if parking is further reduced and not available to their customers, I fear it will be the end of this unique precinct. I think it is time Council makes a decision about how important this is to the Town as I see the approval of this large building without the required on-site parking will damage all the hard work.</p> <p>I do not believe all the community is aware of this important application, I think there has been community fatigue with this site as there have been so many different proposals and changes by the owners over time.</p> <p>The applicant may argue that they have already achieved cash in lieu parking on the existing approval for the hotel that required an outstanding \$481,000 payment to the Town. I would like to point out that this is a very different use to a licensed premises as that car parking would have been mostly weekend and evening parking with justification that most people would not drive to the venue if alcohol was to be consumed. A large medical centre will congest the area all day which would have a devastating impact to businesses and residents.</p> <p>I sincerely hope Council will not rush this decision through and first analyse how many car bays could be added to Duke Street before any decision to approve. I do not think it is fair to the community that the applicant does not provide the required car bays on site as they have the ability to do that. Silas street is not a</p>	<p>The Royal George Hotel is the most significant building within the George Street Precinct. Having sat derelict and vacant for almost 20 years, the restored and reactivated building offering a mix of health, wellness and commercial uses that ultimately service members of the community will significantly enhance the vibrancy of George Street Precinct, not end it.</p> <p>The Town of East Fremantle determined at its August 2023 meeting that the previously proposed hospitality venue would require over 180 bays, meaning the current proposed uses have far less of an impact on parking demand than any comparable hospitality use.</p> <p>The statement that the previously approved hospitality venue would only trade weekends and evenings is incorrect.</p> <p>Due to the triangular shape of the vacant land behind the hotel and the constraints imposed by the heritage-listed building, constructing a multi-level car park would only allow for about 8-9 bays per level. To meet the requirement of 53 car bays for the various uses within the building, we would need to build a large, 6 storey multi-deck car park above ground. We don't believe this is what the community would want and we think it would be an extremely poor built form outcome that doesn't meet the</p>	Refer to Comment section of Officer Report and Officer Recommendation.

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		viable option to transfer parking loads given the pending new supermarket and the distance (via an underpass) from this building.	objectives of clauses 4.2 the Local Planning Scheme, as they apply to <u>Special Zone – Royal George Hotel</u> .	
39	Object	<p>I note reference has been made to past applications by the Applicant and acknowledge that various applications have since been made which continually depart from the intent of what was ‘originally’ approved by the SDAU in April 2024. The integrity of the development of the site is questioned, acknowledging that the continued change of uses proposed for the site has in essence deemed the original approval (continually referred to) as null and void. It is not possible to develop the apartment proposal with all these additional changes to land uses within the Royal George Hotel building, and it must be acknowledged and confirmed that the apartment development as originally proposed by the Applicant is no longer viable from a planning context or able to be progressed given the most recent approval from the Sauna and Pilates land use on July 24 (which utilises 100% of the parking spaces on site – noting discretion granted a heavily discounted parking allowance).</p> <p>The application refers to the ‘balance of the heritage building’ which under the recent approval for Sauna and Pilates on July 24 was shown as ‘vacant’. It must be acknowledged that with the recent approval granted by the Town of East Fremantle in July 24, the recommendation of Council technical staff in accordance with the provisions of the Scheme and associated parking standards was for approval of the land use with a maximum patronage of 10 people for the sauna use, noting this was driven by the limited parking that was able to be accommodated onsite. It is noted that contrary to the recommendation of Council technical staff this recommendation was amended to increase patronage to 20, which in turn increases the parking demand that is generated by the already approved land use, though the parking was not increased from the 17 approved. It is contested that the approval that was granted in July for the Sauna and Pilates land use granted excessive concessions with respect to parking ratios and was contrary to the technical recommendation of Council staff. In light of this, prior to this application even being considered, it is acknowledged that parking on the site – with the balance of the heritage building remaining vacant – is already under pressure with a significant shortfall.</p> <p>With respect to the current change of land use application before Council, we wish to advise of the following concerns and request that due consideration be given to all these aspects, as what is being presented to Council is seeking yet another approval which detrimentally increases parking pressure within the George Street Precinct, and we believe the landowner still believes that the ‘original’ apartment approval is valid although there has been a substantial departure of land uses on an incremental basis via ‘multiple’ applications for the site since.</p> <p><b><u>Land Use Permissibility</u></b></p> <p>It is acknowledged that none of the three (3) land uses proposed are permitted ‘P’ land uses as of right under the provisions of the Scheme. With the land uses being discretionary ‘A’, it is noted that the Council is able to approve such land uses but needs to take into consideration the proposed land use(s) and what impacts this will have on the existing area. Whilst discretionary consideration may be given to the application and approval granted, in light of the fact that it is not permitted as of right, the extent of variations granted to any such uses should not be greater than that which would be granted to ‘P’ uses. The discretion that is being requested by the applicant, is not only for the land use – which we note would be beneficial for the area , but for significant discretion to parking that would be highly detrimental to the area. If the discretion was solely for the land use with all other aspects being compliant we confirm that the application could be favourably considered, but given they are seeking discretion on discretion, we contest that given so many variations are required to make it work to their benefit, it is probably not compliant with the planning framework of the Town of East Fremantle and hence by deduction is not beneficial to the overall character or urban fabric of George Street.</p> <ul style="list-style-type: none"> <li>• Office</li> <li>• Medical</li> </ul>	<p><b><u>Land Use Permissibility</u></b></p> <p>All proposed uses are capable of approval and meet the specific objectives of clauses 4.2 and 5.9 of the Local Planning Scheme, as they apply to <u>Special Zone – Royal George Hotel</u>.</p> <p><b><u>Parking</u></b></p> <p>Due to the triangular shape of the vacant land behind the hotel and the constraints imposed by the heritage-listed building, constructing a multi-level car park would only allow for about 8-9 bays per level. To construct 40 car bays for the various uses within the building, we would need to build a large, 5 storey multi-deck car park above ground. We don’t believe this is what the community would want and we think it would be an extremely poor built form outcome that doesn’t meet the objectives of clauses 4.2 the Local Planning Scheme, as they apply to <u>Special Zone – Royal George Hotel</u>.</p> <p><b><u>Future Applications</u></b></p> <p>Refer comments above in regard to the built form required to accommodate 40 car bays.</p> <p><b><u>Conclusion</u></b></p> <p>We have provided the Town a built form concept showing the development volume required to accommodate 53 car bays on-site.</p>	Refer to Comment section of Officer Report and Officer Recommendation.

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		<ul style="list-style-type: none"> <li>• Use Not Listed - Sauna</li> </ul> <p><b><u>Parking</u></b> As stated in the parking table, the previous application for the Sauna and Pilates in July sought discretion on the parking ratio, reducing that provided to 17 in lieu of 30 (shortfall of 13 – with no cash in lieu required). This approval was also on the basis of the technical officers' report that patronage was limited to 10 people (need generating parking requirement). The Council contrary to the officer's recommendation allowed patronage to be increased from 10 to 20 for the sauna, which in turn increased the parking requirement – though this was not reflected in the approval. We would argue that the current parking reduction granted in July from 30 to 17 (-13 bays) is actually greater.</p> <p>The current change of use application generates the need for an additional 23 bays. The application is seeking a 100% reduction in parking, which when combined with the July approval equates to a 36-bay reduction (68%) to the 'current' combined proposed land uses (noting vacant floor space in the basement may be subject to future uses). With a 100% reduction requested by this application, we acknowledge this is a complete overreach, and should be disregarded in its entirety. Should such a land use be beneficial for the area in the Council's opinion, it should be mandatory that associated parking be provided as any shortfall is to the detriment of the existing area.</p> <p>Request that Council mandate development of 'on-site parking' for the required 23 bays, in addition to the 17 bays onsite. A parking allowance for 40 bays is required as a minimum for any approval.</p> <p><b><u>Future Applications</u></b> As with the previous application in July 24 where the Sauna and Pilates land use was approved, and the balance of the Royal George Hotel building was notated as vacant, there are concerns that subsequent applications to the current application will follow. With a high level of discretion given to the past application, with a reduction in parking by a minimum of 13 (likely higher given increased patronage approved), and now a 100% reduction being sought by this application, it is not unlikely that any subsequent application will also be seeking 100% reduction (as no parking available).</p> <p>With respect to providing adequate parking 'on-site; to accommodate the parking demand generated by the change of use application, there is the opportunity to cater for this via the development of a low-level multi-storey parking facility on the north end of the site. This option has been raised by the applicant and disregarded, though the justification provided is not backed up by fact and is incorrect. The applicant states:</p> <p><i>'the reality to provide parking for 53 on-site would involve a multi-level decked car park at the rear of the building which would almost certainly be determined to be an unreasonable built-form outcome.'</i></p> <p>As the applicant has referred to, there was an earlier application for the site to develop a 9-storey apartment development on the north end of the site. This form of development is substantially greater than what would be required in the form of a lower-level multi-storey parking structure to accommodate the necessary required bays yet was deemed appropriate and suitable by the applicant.</p> <p>The attached plans show the scale and height of the approval for the apartments that are referenced by the applicant, which demonstrates the screening of the Royal George Hotel building that they are stating is not appropriate. The development of a low-storey parking structure (i.e. 2-3 storeys) will retain the heritage value and view lines to the heritage building, whilst providing the parking that they are 'required' as per the planning framework. Development of such a parking structure could ultimately be incorporated into any future development of apartments on the northern part of the site, though this would require the applicant to accommodate this change (noting they are the applicant of both applications they should not be viewed separately).</p>		

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		<p>It is not feasible that the applicant on one application can state that a high-rise development covering the Royal George Hotel site is appropriate when there is clearly a monetary gain for the applicant, yet when required to deliver a built form that would cater for parking associated with their proposed land uses and benefit the existing structure, whilst ensuring the minimal parking for existing residents in the area is not further diminished, it is considered unreasonable. If the change of land use as proposed with no parking provided were to be approved, it would have to be noted that ‘any’ built form that would screen the Royal George Hotel building is accepted by the applicant to <b>Not be Acceptable</b>, which in turn would mean that they would <b>Not</b> pursue any such development (including apartments) on the northern end of the site – as they state it would detract from the Royal George Hotel building.</p> <p><b><u>Existing Parking Demand</u></b></p> <p>As Council is aware there is a parking issue within the George Street Precinct, with some residents in the locality not having on-site parking for their dwellings and being 100% reliant on street parking. With some circumstances of residents not being able to park in close proximity to their dwelling, any further reduction in on-site parking for the proposed land uses will only add to this issue. In light of this, it is contested that any variation that the Council approves directly impacts other land owners and ratepayers, and the Council <b>cannot</b> provide such a discretion to favour one land owner to the detriment of others (especially those that cannot afford to contest this matter legally).</p> <p>There is little to no ability to provide substantial parking within the George Street Precinct to accommodate the increased parking demand from commercial land uses, and hence these decisions on commercial land use applications are directly impacting residents within the area and competing with the objectives that are being sought by Council for the area.</p> <p><b><u>Conclusion,</u></b></p> <p>In light of the above information presented to Council, we do not see how any variation to parking provision could be entertained by the Town of East Fremantle, noting that this will detrimentally impact the George Street Precinct.</p> <p>The application, justification and minimal plans as submitted by the applicant are considered inadequate and do not allow appropriate consideration of the impact the parking variation would cause to the area, nor provide adequate justification to support the statement that a multi-level parking structure would diminish the Royal George Hotel heritage building.</p> <p>We formally request that Council give due regard to the above, and refuse the application as submitted. If Council were to consider the application further (should they not refuse the application which we believe is appropriate), we request that the application be deferred with a request for additional information to allow the application to be appropriately considered:</p> <ul style="list-style-type: none"> <li>• Defer this application until Council, (not the applicant) completes a full traffic/parking study that identifies how many car bays can be increased in Duke Street and George Street, along with costings so Council first understands the possible number of bays it could yield and costs to ratepayers that a cash in lieu contribution would require.</li> <li>• Determine the local parking needs of residents and commercial land uses at present and understand the incremental impact that subsequent approvals with parking discretions will cause.</li> <li>• Defer the application until a view scape analysis is completed supporting the applicant's claim that a multi-level car parking structure will diminish the heritage value and associated sight lines to the Royal George Hotel (this study would also be applicable to the 8-storey apartment proposal that has previously been prepared by the applicant).</li> <li>• Include the provision of a multi-level car parking structure to accommodate the required parking bays.</li> </ul>		

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40	Object	<p>I am very concerned about the on-going changes for 34 Duke Street. It seems the owners want everything whilst ignoring the impact it will have on the local community. I have no objection to the proposed use as long as it includes the required on-site parking. I believe the concept of cash in lieu should only be considered if a proposed development is;</p> <ol style="list-style-type: none"> <li>1. In the community interest, and permitted within the local planning scheme – <i>This is not</i></li> <li>2. If the development is unable to provide on-site parking – <i>The applicant has the land to provide parking on site but seems unwilling to use it.</i></li> <li>3. If the development application was only a few bays short. - <i>in this situation, they are proposing no parking, (i.e. they are 100% short)</i></li> </ol> <p>I hope council will protect the existing residents and businesses who rely on existing street parking. Please enforce the applicant provides onsite parking.</p> <p>As a minimum, I believe the majority of the required car bays are built on-site as that will at least accommodate the all-day parking for the medical practitioners / support staff, leaving patients and visitors to find any available street parking.</p> <p>I believe this substantial building does not meet the requirements for council to consider all the required car bays under cash in lieu. It seems the applicant is under the assumption it would be successful with an appeal under the zero provision, I believe their assumption that this would be supported is incorrect.</p> <p>with community support, it will be unsuccessful as I see this to be an unreasonable application, however If it was somehow approved, at least history will show this council were not the ones that let the community down.</p>	<p>Due to the triangular shape of the vacant land behind the hotel and the constraints imposed by the heritage-listed building, constructing a multi-level car park would only allow for about 8-9 bays per level. To meet the requirement of 53 car bays for the various uses within the building, we would need to build a large, 6 storey multi-deck car park above ground.</p> <p>The Town of East Fremantle's Local Planning Scheme 3 includes the following provision:</p> <p><i>"5.9.8.12 Notwithstanding Clause 5.9.8.11, parking requirements for non-residential uses in the existing Royal George Hotel building may be reduced to zero bays if it is demonstrated to the satisfaction of the decision maker, considering the advice of the State Design Review Panel, that providing the required parking would lead to an undesirable built form outcome."</i></p> <p>This clause effectively allows for the reduction of parking requirements to zero, should providing 53 bays result in a "detrimental built form outcome."</p> <p>We have made no assumptions but based on past experience with the Heritage Council and State Design Review Panel we firmly believe that a 6 storey multi-deck car park would indeed be considered a "detrimental built form outcome" by the State Design Review Panel and does not meet the specific objectives of in clause 4.2 of the Local Planning Scheme under <u>Special Zone – Royal George Hotel</u>. In that case the zero provision would apply.</p> <p>However, we recognise the need to balance good design, heritage preservation, on-street parking demand, and community concerns. For this reason, we are not proposing to eliminate parking entirely, even though this clause permits it.</p>	Refer to Comment section of Officer Report and Officer Recommendation.
41	Object	<p>Please be advised of our strong objections to the recent Development/ Change of Use application of the Royal George Hotel. The grounds for this objection are that there is no provision for parking. We note that the proposed uses are for medical facilities and/or offices and expanded use for sauna/ice bath etc facilities resulting in large attendances of staff, patrons and patients. The existing recently approved with 50% of the required parking bays.</p> <p>We understand that the changes will, under Council regulations have a requirement for approximately 50 extra parking bays. There are already significant parking issues in the George Street precinct. It is time the Council protected the residents.</p>	The 17 parking bays currently on-site at the Royal George Hotel are designated for shared use by all patrons, including the medical centre and offices.	Refer to Comment section of Officer Report and Officer Recommendation.
42	Object	<p>We are owners/tenants of the Brush Apartments and hereby object to the recent Development Application submitted by the owners of the Royal George Hotel .</p> <p>Our objection is totally based on the zero parking being provided. This is already causing problems with the approved uses for Pilates and sauna etc facilities. The provision of 17 bays to date has proved to be totally inadequate and is an impediment to street parking for visitors, extra family members, trades people attending and for the collection of rubbish bins.</p> <p>We have been advised that the change of use requested will require at least 50 extra parking bays. The Council has a duty to residents and small business to ensure parking regulations are met.</p>	The 17 parking bays currently on-site at the Royal George Hotel are designated for shared use by all patrons, including the medical centre and offices.	Refer to Comment section of Officer Report and Officer Recommendation.
43	Object	I strongly object to this proposal. A medical centre, by nature, will have multiple clients for each practitioner both waiting on site and arriving, most likely on a 15 minute appointment cycle. This will have an enormous impact on the parking and traffic movement at this very tight end of Plympton that is already in need of more parking availability.	The 17 parking bays currently on-site at the Royal George Hotel are designated for shared use by all patrons, including the medical centre.	Refer to Comment section of Officer Report

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		<p>"A potential 36 car bay shortfall". Council cannot in good conscience allow an application that is so out of touch with the needs of local residents and businesses who already deal with a cars constantly lapping the area in search of more convenient bays.</p> <p>Please also consider there are multiple medical facilities nearby, even within walking distance of the Royal George Hotel building. These existing small businesses need Council support, not duplication and competition for clients and parking accessibility.</p> <p>As stated by the applicant, this use is not permitted unless Council exercises its discretion. I urge Council to consider the long term impact a business of this type will have on the Plympton area and reject this application outright.</p>	The number of medical centres around Fremantle is not a valid planning consideration.	and Officer Recommendation.
44	Object	<p>The Council of Owners for the Richmond Quarter wish to express a concern regarding the changed plans for the Royal George Hotel building which may well increase street parking in the vicinity. We have been made aware that a medical centre is planned for the Hotel, together with the current Pilates Studio and Sauna business. We note that a small carpark has been established in the space intended for the new apartment complex. We are at a loss to understand exactly where additional spaces will be made available for the three businesses to date. No doubt once the upper floor is leased, additional businesses may require more parking spaces.</p> <p>We are acutely aware of the parking limitations in the surrounding areas here at Richmond Quarter. Your Council refused a small Yoga studio here at Richmond Quarter where only 4 to 8 clients would be at the studio for a 40 minute session with two staff who would have had access to the Richmond Quarter car bays available to their commercial unit. We were informed the studio was refused because of a lack of parking. Yet we have two large carparks available for short term parking. Shoppers and clients will no doubt use our car parks as they do currently.</p> <p>The Good Grocer will soon be open and will require many car bays. They at least are preparing a number of car bays in their May Street entrance. We are unsure of how many bays they will have in their Silas Street entrance. As you are aware, parking is now at a premium. Silas Street has a medical centre, two physiotherapist centres, a pharmacist and a number of other allied health and beauty facilities, all requiring parking for their clients. The gym and kiosk also require parking bays as evidenced on a daily basis. If the businesses in the Royal George Hotel building begin to spill out throughout this locality, all businesses and residents who require parking close by are going to be seriously affected.</p> <p>We trust that you as a Council are going to consider the parking needs of established businesses and rate paying residents. The Richmond Quarter Council of Owners request that you publish your intentions regarding addressing the parking requirements for the Royal George Hotel building businesses. East Fremantle is a close knit community. On behalf of the Richmond Quarter complex, we wish to express our concerns as detailed in this letter. Will you require the owner of the Royal George Hotel businesses to build a carpark which will fit under the intended apartment complex. Will it be at least 2 storeys?</p> <p>Attractive George Street is the epicentre of the commercial ventures which draw locals and visitors alike on a daily basis. If street parking becomes too congested, the businesses will be severely affected as will the residents who need who do not have off street parking. We ask that you take these concerns seriously and inform residents and businesses owners of your intentions regarding the parking requirements pointed out in this letter.</p>	<p>The Richmond Quarter and associated parking is approximately 400m from the Royal George Hotel and it is highly unlikely people will utilise parking in the Richmond Quarter or any of the surrounding area to access the Royal George Hotel.</p> <p>Due to the triangular shape of the vacant land behind the hotel and the constraints imposed by the heritage-listed building, constructing a multi-level car park would only allow for about 8-9 bays per level. To meet the requirement of 53 car bays for the various uses within the building, we would need to build a large, 6 storey multi-deck car park above ground. We don't believe this is what the community would want and we think it would be an extremely poor built form outcome that doesn't meet the objectives of clauses 4.2 the Local Planning Scheme, as they apply to <u>Special Zone – Royal George Hotel</u>.</p>	Refer to Comment section of Officer Report and Officer Recommendation.
45	Object	Although the Royal George is an asset to the community, its need for success should not outweigh the detrimental effect on the surrounding community. The proposed Medical Centre does not align with the	Adopting the same numbering and headings as per the submission:	Refer to Comment section of Officer Report



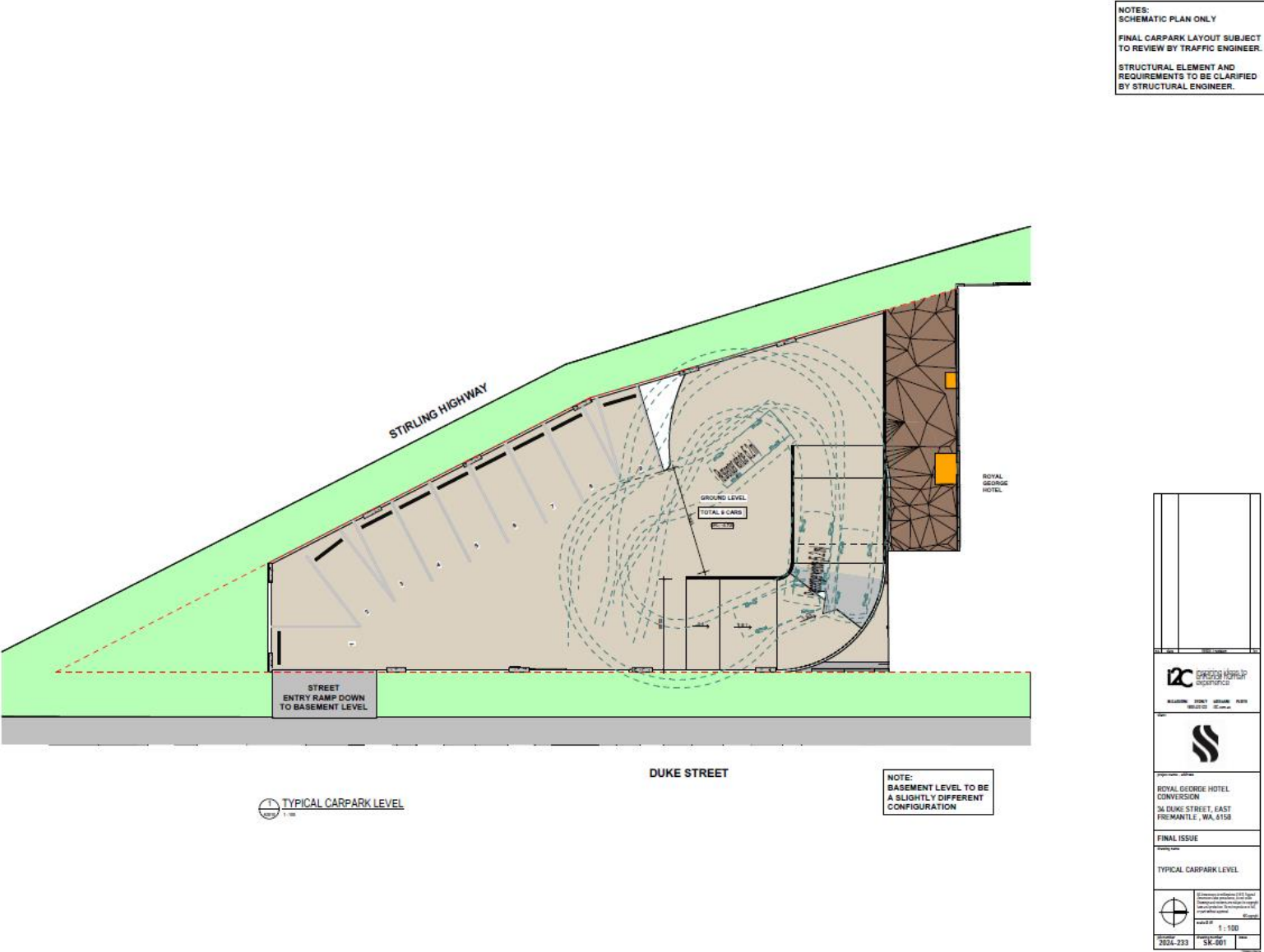
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		<p>community's vision of the George Street Heritage Precinct as it will exacerbate existing issues with traffic in the area. Therefore, we are registering an objection to the proposed Medical Centre.</p> <p>The Royal George site is zoned 'Special Zone - Royal George Hotel' under the local planning Scheme No. 3 (LPS3).</p> <p>The objectives of the Special Zone are:</p> <ol style="list-style-type: none"> <li><b>1. To encourage the preservation and re-use of the Royal George Hotel building.</b> Adding a Medical Centre to the mix of uses at the Royal George will not preserve the building, which has essentially occurred, other than some internal re-fit and 'make safe' elements, which any occupant would require.</li> <li><b>2. To accommodate the redevelopment of the Royal George Hotel site in a manner that will complement the preservation of the hotel building.</b> The Medical Centre is not a unique use and will not add more value to the building or Precinct than any other tenant would offer.</li> <li><b>3. To enhance and promote George Street as a vibrant main street.</b> The Medical Centre does not contribute to George Street being a vibrant main street. Medical facilities are currently provided on Silas Street; another practice will not enhance the street. Due to the lack of parking, patients hunting for parking will dramatically increase traffic on the struggling roadway. The nature of a medical centre means multiple appointments will occur within the hour, resulting in a significantly increased number of cars driving down George Street to the medical centre. Many doctors operate on 15-minute appointments, and although the proposed use is specialist care and may have longer appointment times, the increased traffic will still put pressure on our community and neighbourhood streets. Each doctor may have more than one patient waiting at any time (conservatively estimated at three per doctor), the load from eight practitioners will be hefty and, when compounded by the other proposed uses and the already approved uses – the additional traffic to the area will be significant and realistically over what has been suggested in the application.</li> </ol> <p><b>Permissibility</b> A Medical Centre is not a permitted use of the 'Special Zone - Royal George Hotel' unless the Council gives an exemption, and the applicant can demonstrate how the use will not unduly impact the amenity of the surrounding area – which it cannot do. Regardless of parking bay numbers, which the application acknowledges are insufficient, the Medical Centre will significantly impact the level of traffic in the area, which is already at a critical point. Once the available car bays are filled, visitors to the Centre will 'lap' the Precinct, hunting for bays that do not exist to attend their appointment. Traffic in the area is currently an issue and needs solutions before any approvals that will increase the problem.</p> <p><b>Parking</b> Understanding the limitations of the hotel building in providing on-site parking, the operators should seek tenants who do not require high levels of appointments and, therefore, traffic. The recently approved tenants, Alchemy and Pronto Pilates (along with Tribe Sauna) have recently increased street traffic. Considering this and the other high-traffic businesses, including Duke on George, Dance Central, Eugene's and Little Fire, this heavily residential end of the</p>	<ol style="list-style-type: none"> <li>1. The interior of the Royal George has not been preserved or re-used and the Medical Centre use is in fact providing the catalyst to achieve these objectives.</li> <li>2. This comment does not relate to objective listed and the comment above applies.</li> <li>3. The Royal George Hotel is the most significant heritage building within the George Street Precinct. Having sat derelict and vacant for almost 20 years, the restored and reactivated building offering a mix of health, wellness and commercial uses that ultimately service members of the community will significantly enhance the vibrancy of George Street as a vibrant main street.</li> </ol> <p><b>Permissibility</b> All proposed uses are capable of approval and meet the specific objectives of clauses 4.2 and 5.9 of the Local Planning Scheme, as they apply to <u>Special Zone – Royal George Hotel</u>.</p> <p><b>Parking</b> Due to the triangular shape of the vacant land behind the hotel and the constraints imposed by the heritage-listed building, constructing a multi-level car park would only allow for about 8-9 bays per level. To meet the requirement of 53 car bays for the various uses within the building, we would need to build a large, 6 storey multi-deck car park above ground. We don't believe this is what the community would want and we think it would be an extremely poor built form outcome that doesn't meet the objectives of clauses 4.2 the Local Planning Scheme, as they apply to <u>Special Zone – Royal George Hotel</u>.</p> <p><b>Parking Demand Analysis</b> It is our understanding the Town has undertaken many studies and spent meaningful amounts of time and resources on parking and traffic analyses.</p> <p><b>Opportunities for Improvement</b> We support all ideas and concepts that will meaningfully improve the streetscape, access and parking within the area.</p> <p><b>Zero Provision</b> The comments in this section do not speak to the zero provision and are addressed above.</p> <p><b>Small business-friendly local government</b> All businesses within the building are small businesses run by locals. They are the exact type of businesses the Town should support. The medical centre is offering a service that is differentiated from and complementary to existing services in the area.</p> <p><b>George Street Designated Heritage Area</b> A proposal to reactivate and restore the Royal George Hotel – which is the most significant heritage building the George Street Designated Heritage Area – is precisely consistent with the intention stated.</p>	and Officer Recommendation.

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		<p>street carries a hefty vehicle load and low levels of parking available. The Plympton roadway was not designed to carry large traffic volumes and multiple traffic and parking lanes, and problems have been exacerbated by two dead ends installed in recent decades. Expecting the streets to keep tolerating increasing traffic levels without becoming detrimental to the highly valued community atmosphere is unrealistic. Again, once the parking is fully utilised, patients will 'lap' the area while hunting for parking, increasing traffic problems. The Council should not support the applications shortfall of provided parking due to the additional adverse traffic increase.</p> <p><b>Parking Demand Analysis</b> Regardless of any traffic reports the application has provided, the area is adversely affected by cars—the Town of East Fremantle needs to engage in its own reporting and not rely on those provided for an independent analysis.</p> <p>Spending meaningful time in the area or speaking to residents or current business owners will contradict the assumption that the street has little traffic or safety issues.</p> <p><b>Opportunities for improvements</b> It is unrealistic to expect that way-finding signage and line marking will significantly improve the current problems with on-street parking. There is a need for a comprehensive consultation with the community, a plan to address the current issues, and a plan to take the street into the future. As voiced in the Towns ' Community Perception Survey, this plan would incorporate cycleways, footpaths, streetscape, heritage, community use, traffic, and parking management.</p> <p><b>Zero Provision</b> As a Medical Centre is a non-approved use of the site, it should not be approved and, instead, a tenant sought with a lower requirement for parking rather than the Town making allowances that are detrimental to the community.</p> <p><b>Small business-friendly local government</b> As part of its strategic plan, the Town of East Fremantle has declared itself a <b>small business-friendly local government</b>. It has committed to supporting small businesses in the area. The proposed medical centre does not support existing small businesses in the area. There is currently a medical clinic on Silas Street and several chiropractors within walking distance. Further, medical patients are unlikely to linger on the street to eat, shop, or contribute to the economic improvement of the community. Plus, the increased traffic and parking will compound existing problems experienced by businesses in the area.</p> <p><b>George Street Designated Heritage Area</b> The George Street Precinct has been designated a Heritage Area: <i>"An area comprising individual Places of Heritage Value and adjoining properties which should be viewed as a precinct. It is the Council's intention to undertake the revival of the Precinct as a historic and community focus for Plympton and the surrounding area."</i></p> <p>This policy includes several references to parking, all focusing on minimising car visual pollution and the impact of cars on the area and community. The proposal does not align with the intent of the Town of East Fremantle's George Street Designated Heritage Area policy.</p>		

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		<p><b>Conclusion</b></p> <p>The needs and concerns of the ratepayers should be the primary focus of this decision-making process. The issue of traffic in our neighbourhood is a significant concern to the community. We strongly advocate for more consideration for pedestrians and cyclists and for creating green space, with people prioritised over cars. A medical centre is not an approved use and does not add to the vibrancy of George Street. The large number of vehicles coming to the Medical Centre is not in the community's best interest. It goes against the community's vision for a more pedestrian-friendly and green neighbourhood. We object to the Medical Centre, and we ask the Council to actively engage with current businesses and residents in master planning for the area, consider the Precinct's overarching direction and future, and not provide an approval that will have a long-term irreversible and detrimental impact on the community that lives and works here without comprehensive community engagement and a plan established.</p>		
46	Object	<p>I find it awfully rude that the proposed change of application for the Royal George Hotel building again comes with the understanding from the directors of this application that they acknowledge that they will require at least 53 car parking bays but are prepared to provide only 17 bays.</p> <p>As a resident of King Street for over 25 years I find this an unworkable situation as there is no street parking to accommodate both current residents and patrons/staff of existing businesses on and around George and Duke Streets. This entire parking situation is frustrating as the Town of East Fremantle is both ignoring the situation and being bullied by developers such as Saracen Properties Pty Ltd as per this current application. We need a solution and this is not it.</p>	<p>Due to the triangular shape of the vacant land behind the hotel and the constraints imposed by the heritage-listed building, constructing a multi-level car park would only allow for about 8-9 bays per level. To meet the requirement of 53 car bays for the various uses within the building, we would need to build a large, 6 storey multi-deck car park above ground. We don't believe this is what the community would want and we think it would be an extremely poor built form outcome that doesn't meet the objectives of clauses 4.2 the Local Planning Scheme, as they apply to <u>Special Zone – Royal George Hotel</u>.</p>	<p>Refer to Comment section of Officer Report and Officer Recommendation.</p>
47	Concerns	<p>I do not want a medical centre - we were told the Royal George Hotel building would be artist studios and entertainment. A medical centre will draw a huge crowd and there is no parking available in that part of the street. All the businesses there will suffer plus the residences. Medical centres should be in places with parking. Also, equipment for medical centres should not be in residential spaces.</p> <p>George Street is a dining and entertainment street not a place that can accommodation of traffic large amounts of people who will have no were to park.</p>	<p>George Street is not a dining and entertainment street, rather it hosts a mix of businesses offering all types of goods and services. The mix of health, wellness and commercial uses within the Royal George Hotel will complement what already exists within George Street and significantly enhance the vibrancy of the area.</p>	<p>Refer to Comment section of Officer Report and Officer Recommendation.</p>
48	Object	<p>Hereby lodging an objection to the application for the Royal George Hotel building to be utilised as a medical centre, context is the lack of current parking availability.</p>	<p>Noted – concerns addressed elsewhere.</p>	<p>Refer to Comment section of Officer Report and Officer Recommendation.</p>
49	Object	<p>I oppose for parking reasons.</p>	<p>Noted - concerns addressed elsewhere.</p>	<p>Refer to Comment section of Officer Report and Officer Recommendation.</p>
50	Concerns	<p>I have concerns about this development application regarding parking. The Royal George Hotel building is directly behind our home. The development application states that there is an office with an unknown number of staff. Then there is a Medical Centre which with six full-time and two part-time practitioners plus supporting staff and also patients? Potentially up to 8 patients attending at one time. Finally, there is the sauna and ICE bar facility which has approval of 20 patrons for the sauna and 10 patrons for the Pilates studio. I am not sure how many staff will be there.</p> <p>Also, only 17 parking bays are provided in the rear car park. I am greatly concerned about the very large number of people who will need to park to attend these businesses. They will have to park on Duke Street, George Street, King Street and beyond currently it can be difficult for local residents to park near their own houses in King Street. My family owns three cars. One is parked in the driveway. My partner and my son park</p>	<p>Managing parking for 3 cars in a household with only 1 bay will always be challenging in the Plympton Precinct.</p> <p>It is not the Town's responsibility to provide off-street parking for residents in multi-vehicle households and this challenge is even more difficult to manage when there is an interface between commercial uses and residential.</p> <p>Due to the triangular shape of the vacant land behind the hotel and the constraints imposed by the heritage-listed building, constructing a multi-level car park would only allow for about 8-9 bays per level. To meet the requirement of 53 car bays for the various uses within the building, we would need to build a large, 6 storey multi-deck car park above ground. We don't believe this is what the community would want and</p>	

No	Support / Object	Summary of Submission	Applicant Response	Officer Response
		<p>on the street, but sometimes they cannot get a park nearby and may have to park at the end of the street several hundred metres away.</p> <p>With the large influx of patients and clients attending these new businesses I am concerned that local residents will be unable to park anywhere near their homes and that the parking situation will become much worse. When I try to estimate how many people might attend these businesses at one time it seems to add up to potentially over 60 people at a guess. With only 17 parking bays, potentially more than 40 people may need to find parking in the surrounding streets at any time.</p>	<p>we think it would be an extremely poor built form outcome that doesn't meet the objectives of clauses 4.2 the Local Planning Scheme, as they apply to <u>Special Zone – Royal George Hotel</u>.</p>	
51	Concerns	<p>I have significant concerns regarding the development. While I am supportive of the development of the site. I have serious concerns regarding the obvious severe under provision of parking.</p> <p>From my reading of the outline of proposed businesses, staffing numbers, and patron numbers it would appear the potential total number at any one point in time could be in the vicinity of 60-65 individuals. The proposed provision of 17 parking bays appears to be woefully inadequate. Parking within the precinct is already beyond capacity and it can be a tumultuous and time consuming exercise for residents to park anywhere near their own properties.</p> <p>Having lived in a nearby street for 20+ years, I have witnessed the continuous deterioration of the availability of parking in the precinct and today regularly find it difficult to find parking within a reasonable distance of our property. Not to mention the regular occurrence of visiting vehicles parking across resident's driveways and blocking access.</p> <p>The influx of another potential 60 vehicles seeking parking will, in my opinion seriously exacerbate the already significant shortage of parking availability in the precinct. This will impinge on the ability of residents of Duke and nearby streets (including King Street), to reasonably enjoy the amenity of their properties.</p> <p>In my view the developers need to rethink the provision of parking as a matter of urgency.</p>	<p>The 17 parking bays currently on-site at the Royal George Hotel are designated for shared use by all patrons.</p> <p>Due to the triangular shape of the vacant land behind the hotel and the constraints imposed by the heritage-listed building, constructing a multi-level car park would only allow for about 8-9 bays per level. To meet the requirement of 53 car bays for the various uses within the building, we would need to build a large, 6 storey multi-deck car park above ground.</p> <p>The Town of East Fremantle's Local Planning Scheme 3 includes the following provision:</p> <p><i>"5.9.8.12 Notwithstanding Clause 5.9.8.11, parking requirements for non-residential uses in the existing Royal George Hotel building may be reduced to zero bays if it is demonstrated to the satisfaction of the decision maker, considering the advice of the State Design Review Panel, that providing the required parking would lead to an undesirable built form outcome."</i></p> <p>This clause effectively allows for the reduction of parking requirements to zero, should providing 53 bays result in a "detrimental built form outcome."</p> <p>We believe that a 6 storey multi-deck car park would indeed be considered a "detrimental built form outcome" by the State Design Review Panel and does not meet the specific objectives of in clause 4.2 of the Local Planning Scheme under <u>Special Zone – Royal George Hotel</u></p> <p>However, we recognise the need to balance good design, heritage preservation, on-street parking demand, and community concerns. For this reason, we are not proposing to eliminate parking entirely, even though this clause permits it.</p> <p>Additionally, there is a complementary and reciprocal relationship between the various users within the building in terms of parking demand. The pre-existing Pilates and sauna businesses experience peak demand outside of regular business hours (before 8 AM and after 5 PM), while the medical centre and office spaces primarily require parking during standard business hours. This staggered demand helps to efficiently manage on-site parking and increases the availability of bays for all users.</p>	<p>Refer to Comment section of Officer Report and Officer Recommendation.</p>

Conceptual Multi-Storey Car Park

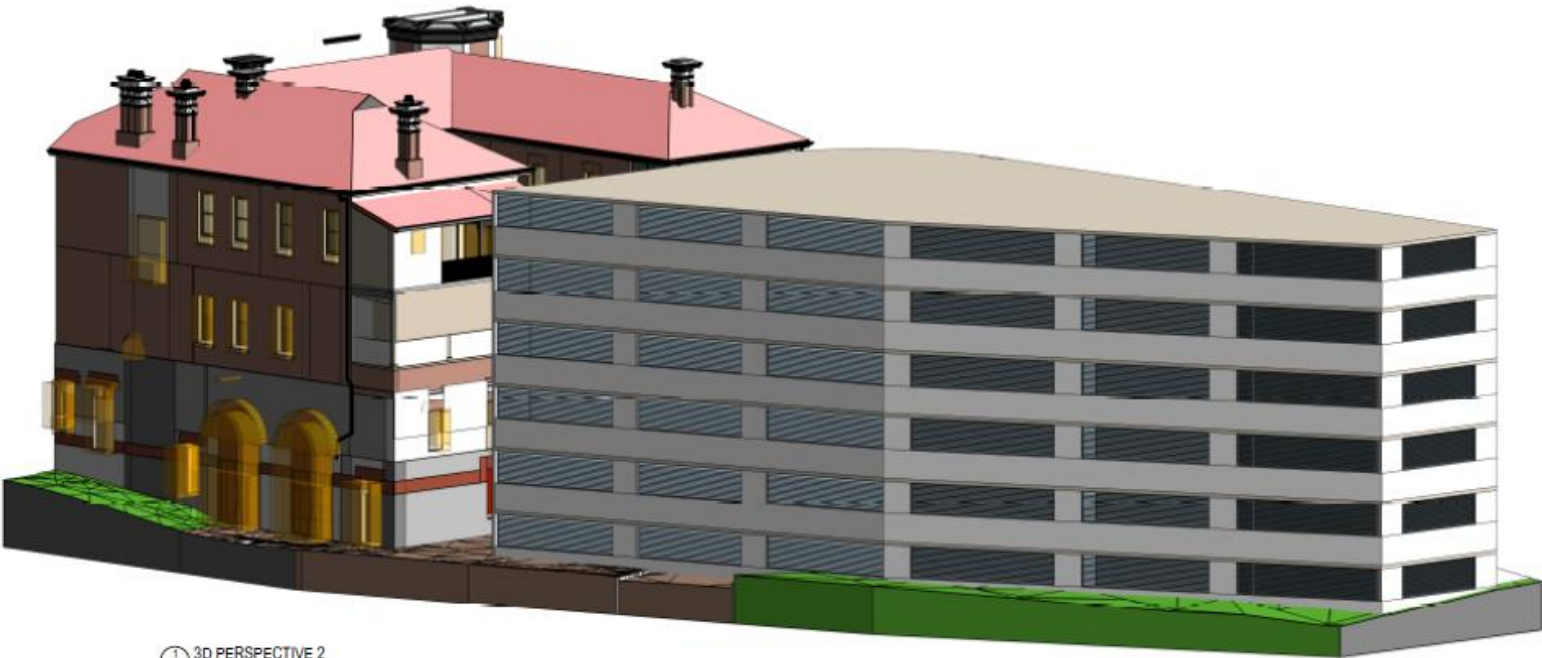




1 3D PERSPECTIVE

	
	
project name: 2024-233	
ROYAL GEORGE HOTEL CONVERSION 34 DUKE STREET, EAST FREMANTLE, WA, 6155	
FINAL ISSUE	
3D PERSPECTIVE - 1	
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2024-233	SK-001-1





① 3D PERSPECTIVE 2

	
100-20-115 100-20-115 100-20-115	
	
ROYAL GEORGE HOTEL CONVERSION 34 DUKE STREET, EAST FREMANTLE, WA, 6158	
FINAL ISSUE	
3D PERSPECTIVE - 2	
	100-20-115 100-20-115 100-20-115
2024-223	SR-001-2

## 13.2 MONTHLY FINANCIAL REPORT - OCTOBER 2024

<b>Report Reference Number</b>	OCR-3161
<b>Prepared by</b>	Phil Garoni, Manager Finance
<b>Supervised by</b>	Peter Kocian, Executive Manager Corporate Services
<b>Meeting date</b>	Tuesday, 19 November 2024
<b>Voting requirements</b>	Part 3 of the Officer's Recommendation requires an Absolute Majority decision
<b>Documents tabled</b>	Nil
<b>Attachments</b>	<ol style="list-style-type: none"> <li>1. Monthly Financial Report for the month ended 31 October 2024</li> <li>2. Forecast Capital Expenditure East Fremantle Community Park</li> </ol>

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**PURPOSE**

The purpose of this report is to present to the Council the Monthly Financial Report for the month ended 31 October 2024. A Capital Works report has been incorporated into the workbook.

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**EXECUTIVE SUMMARY**

A Monthly Financial Report workbook has been prepared to provide an overview of key financial activity.

The WA Government recently amended regulation 34 of the *Local Government (Financial Management) Regulations 1996* to require the Statement of Financial Activity be presented according to nature or type classification.

Regulation 35 also requires local governments to prepare a monthly Statement of Financial Position. This has now been inserted into the Monthly Financial Report.

A Capital Works Report is presented detailing committed expenditure against budgets. This report is used to assess the clearance rate of capital projects.

---

**BACKGROUND**

Presentation of a monthly financial report to Council is both a statutory obligation and good financial management practice that:

- demonstrates the Town's commitment to managing its operations in a financially responsible and sustainable manner.
- provides timely identification of variances from budget expectations for revenues and expenditures and identification of emerging opportunities or changes in economic conditions.
- ensures proper accountability to the ratepayers for the use of financial resources.

Financial information that is required to be reported to Council monthly includes:

- operational financial performance against budget expectations.
- explanations for identified variances from expectations.
- financial position of the Town at the end of each month.

**Understanding the Financials**

When reading the financial information/statements, variances (deviations from budget expectations) are classified as either:

- a. Favourable variance (F)
- b. Unfavourable variance (U)
- c. Timing variance (T)

A timing variance relates to a budgeted revenue or expense that has not occurred at the time it was expected, but which is still expected to occur with the budget year. That is, the financial transaction will still occur, but just in a different month. This timing difference may require for the year-to-date budget to be amended for future periods.

A realised favourable or unfavourable variance is different to a timing variance. It represents a genuine difference between the actual and budgeted revenue or expenditure item.

A realised favourable variance on a revenue item is a positive outcome as it increases the projected budget surplus. An unfavourable variance on a revenue item has the opposite effect, resulting in a decrease to the projected budget result.

A realised favourable variance on an expenditure item may have either of two causes – one being a saving because the outcome was achieved for lesser cost, which has the effect of increasing the projected budget result. The other cause may be that the proposed expenditure may not have been undertaken and is not expected to be incurred in that financial year. Whilst this may seem positive from the financial position perspective, it may not be a positive outcome for the community if the service or project is not delivered.

If a realised favourable or unfavourable variance is material in value, a recommendation will be provided to Council to amend the budget.

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## CONSULTATION

Budget Managers are provided with a monthly Responsible Officer Report for review and reporting of budget variances.

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## STATUTORY ENVIRONMENT

Section 6.4 of the *Local Government Act 1995* and Regulation 34 of the *Local Government (Financial Management) Regulations 1996* detail the form and way a local government is to prepare its Statement of Financial Activity.

Regulation 35 of the *Local Government (Financial Management) Regulations 1996* requires a monthly Statement of Financial Position to be prepared.

Expenditure from the municipal fund not included in the annual budget must be authorised in advance by an absolute majority decision of Council pursuant to section 6.8 of the *Local Government Act 1995*.

Fees and charges are imposed in accordance with section 6.16 of the *Local Government Act 1995*. Fees and charges imposed outside of the Annual Budget require an absolute majority decision of Council and must give local public notice of the new fees pursuant to section 6.19 of the *Local Government Act 1995*.

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## POLICY IMPLICATIONS

Significant Accounting Policies are adopted by Council on an annual basis. These policies are used in the preparation of the statutory reports submitted to Council.

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## FINANCIAL IMPLICATIONS

As part of the adopted 2024/25 Budget, Council adopted the following thresholds as levels of material variances for financial reporting:

*That in accordance with regulation 34 (5) of the Local Government (Financial Management) Regulations 1996, and AASB 1031 Materiality, the level to be used in statements of financial activity in 2024/25 for reporting material variances shall be:*

- a) 10% of the amended budget; or*
- b) \$10,000 of the amended budget;*
- whichever is greater.*

*In addition, that the material variance limit be applied to total revenue and expenditure for each Nature and Type classification and capital income and expenditure in the Statement of Financial Activity.*

## STRATEGIC IMPLICATIONS

The monthly financial report is the key financial reporting mechanism to Council, to provide oversight of the financial management of the local government. This ties into the Strategic Community Plan as follows:

*4.9 A financially sustainable Town – Provide financial management services to enable the Town to sustainably provide services to the community.*

## RISK IMPLICATIONS

### RISKS

Risk	Risk Likelihood (based on history & with existing controls)	Risk Impact / Consequence	Risk Rating (Prior to Treatment or Control)	Principal Risk Theme	Risk Action Plan (Controls or Treatment proposed)
Inadequate oversight of the financial position of the Town may result in adverse financial trends	Rare (1)	Major (4)	Low (1-4)	FINANCIAL IMPACT \$50,000 - \$250,000	Manage by monthly review of financial statements and key financial information
Inadequate monitoring of grant funding and expenditure resulting in incorrect income transfers	Possible (3)	Moderate (3)	Moderate (5-9)	FINANCIAL IMPACT \$250,001 - \$1,000,000	Manage by updating the internal grants register and contract liabilities register each month

### RISK MATRIX

Consequence Likelihood		Insignificant	Minor	Moderate	Major	Extreme
		1	2	3	4	5
Almost Certain	5	Moderate (5)	High (10)	High (15)	Extreme (20)	Extreme (25)
Likely	4	Low (4)	Moderate (8)	High (12)	High (16)	Extreme (20)
Possible	3	Low (3)	Moderate (6)	Moderate (9)	High (12)	High (15)
Unlikely	2	Low (2)	Low (4)	Moderate (6)	Moderate (8)	High (10)
Rare	1	Low (1)	Low (2)	Low (3)	Low (4)	Moderate (5)

A risk is often specified in terms of an event or circumstance and the consequences that may flow from it. An effect may be positive, negative or a deviation from the expected and may be related to the following objectives: occupational health and safety, financial, service interruption, compliance, reputation and environment. A risk matrix has been prepared and a risk rating is provided below. Any items with a risk rating over 16 will be added to the Risk Register, and any item with a risk rating over 16 will require a specific risk treatment plan to be developed.

## RISK RATING

<b>Risk Rating</b>	9
<b>Does this item need to be added to the Town's Risk Register</b>	Yes
<b>Is a Risk Treatment Plan Required</b>	No

## SITE INSPECTION

Not applicable.

## COMMENT

This report presents the Statement of Financial Activity by Nature and Type for the month ending 31 October 2024.

The following is a summary of headline numbers from the attached financial report, and explanations for variances are provided in Note 1 of the workbook:

	<b>Original Budget</b>	<b>Current Budget</b>	<b>YTD Budget</b>	<b>October Actuals</b>
<b>Opening Surplus</b>	<b>191,387</b>	<b>843,305</b>	<b>843,305</b>	<b>843,305</b>
Operating Revenue	12,434,476	12,203,894	10,561,008	10,800,228
Operating Expenditure	(13,246,239)	(13,432,501)	(4,825,632)	(4,767,145)
Capital Expenditure	(3,788,113)	(4,190,183)	(1,539,126)	(788,537)
Capital Income	1,657,483	1,742,047	786,243	466,357
Financing Activities	588,806	638,806	(20,042)	(20,042)
Non-Cash Items	2,162,200	2,162,200	743,848	663,848
<b>Closing Surplus/(Deficit)</b>	<b>0</b>	<b>(32,432)</b>	<b>6,549,605</b>	<b>7,198,014</b>

The YTD surplus of \$7,198,014 is favourable against the YTD budget of \$6,549,605 because of timing issues, with favourable variances being as follows:

- Income \$239,220 with the main areas being:
  - Grants, subsidies and contributions \$71,690
  - Interest revenue \$79,631
  - Other revenue \$74,967
- Expenditure \$58,487 with the main areas being:
  - Materials and contracts (\$121,089 - unfavourable)
  - Other expenditure \$193,628

The Executive Summary in the workbook provides an overview of key indicators for the month. Further comments are provided below:

- Rate Notices were issued on the 19 July. The Town received \$8.51m in rates and charges revenue (including rates, ESL, service charges) by the end of October, equating to 73.90% of total rates and charges paid.
- The end-of-year audit process for 23/24 is continuing, with adjustments made since last month's report. The carried forward surplus now being \$843k. As the fixed asset register has not been finalised, no depreciation has been run in 24/25, although a manual entry has been applied in the Statement of Financial Activity.

- Capital works has yet to substantially commence in 24/25, with 19% completion of projects. Work on the Fremantle City Football Club project to be completed in the following month.

### **Budget Variations**

Council is requested to approve additional capital expenditure against the East Fremantle Oval Redevelopment Budget.

Council has adopted a budget of \$410,277 in its 24/25 Budget to complete the East Fremantle Oval Redevelopment. This amount is comprised of a carryover of unspent project funds of \$365,747 from the 23/24 FY plus new funding of \$140,429. \$46,000 was then quarantined for public art and \$50,000 quarantined for the scoreboard, both of which are separate budgets.

Additional funding of \$180,000 is required to complete works as per the attached forecast. The following budget variation is therefore proposed, which results in an overall nil impact on the forecast budget closing position.

Along with successful grant application for round 2 of urban greening around the Town, the Town is to provide the cost of their in-kind contribution towards planting labour and tree establishment care, which is to be equivalent to the value of the provided funding. The Polyphagous shot-hole borer (PSHB) reproductive host species *Eucalyptus leucoxylon* (3 trees) are to be replaced with an equivalent sized tree of a nonreproductive host species.

General ledger	Account description	Current Budget	Amended Budget	Change in Net Current Assets	Comment
E11738	East Fremantle Community Park	(\$410,277)	(\$590,277)	<b>(\$180,000)</b>	As per forecast costs
E10604	Infrastructure - Car Park - Silas Street and Leeuwin Carpark	(\$180,000)	\$0	<b>\$180,000</b>	Project to be deferred
I11202	Urban Canopy grant program	\$0	\$30,609	<b>\$30,609</b>	Urban greening grant
E11295	Implementation of the Urban Canopy program	\$0	(\$30,609)	<b>(\$30,609)</b>	Urban greening expenses
<b>Total</b>		<b>(\$590,277)</b>	<b>(\$590,277)</b>	<b>\$0</b>	

### **CONCLUSION**

Council is requested to receive the Monthly Financial Report for the month ended October 2024 and approve the schedule of budget variations as submitted.

### **13.2 OFFICER RECOMMENDATION / COUNCIL RESOLUTION**

**Council Resolution** Choose an item. Click or tap to enter a date.

#### **OFFICER RECOMMENDATION:**

**That Council:**

- receives the Monthly Financial Report for the month ended 31 October 2024, as presented as attachment 1 to this report, inclusive of:
  - Statement of Financial Activity by Nature and Type
  - Statement of Financial Position
  - Capital Expenditure Report
- notes the unrestricted municipal surplus of \$7,198,014 for the month ended 31 October 2024.

3. pursuant to section 6.8 of the *Local Government Act 1995*, approve by absolute majority, the schedule of budget variations to the 2024/25 Budget, resulting in a nil impact on forecast net current assets at 30 June 2025.

General ledger	Account description	Current Budget	Amended Budget	Change in Net Current Assets	Comment
E11738	East Fremantle Community Park	(\$410,277)	(\$590,277)	(\$180,000)	As per forecast costs
E10604	Infrastructure - Car Park - Silas Street and Leeuwin Carpark	(\$180,000)	\$0	\$180,000	Project to be deferred
I11202	Urban Canopy grant program	\$0	\$30,609	\$30,609	Urban greening grant
E11295	Implementation of the Urban Canopy program	\$0	(\$30,609)	(\$30,609)	Urban greening expense
<b>Total</b>		(\$590,277)	(\$590,277)	\$0	

## REPORT ATTACHMENTS

Attachments start on the next page



**TOWN OF EAST FREMANTLE**  
**MONTHLY FINANCIAL REPORT**  
**(Containing the Statements of Financial Activity and Financial Position)**  
**For the period ended 31 October 2024**

**LOCAL GOVERNMENT ACT 1995**  
**LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996**

**TABLE OF CONTENTS**

Key Information	2
Statement of Financial Activity	4
Statement of Financial Position	5
Note 1      Explanation of Material Variances	6
Note 2      Statement of Financial Activity Information	7
Note 3      Cash & Cash Investments	8
Note 4      Reserve Accounts	9
Note 5      Capital Acquisitions	10
Note 6      Disposal of Assets	11
Note 7      Receivables	12
Note 8      Rate Revenue	13
Note 9      Borrowings	14
Note 10     Grants & Contributions	15
Note 11     Budget Amendments	16

**TOWN OF EAST FREMANTLE  
FOR THE PERIOD ENDED 31 OCTOBER 2024**

**KEY INFORMATION**

**Funding Surplus or Deficit Components**

Funding surplus / (deficit)				
	Adopted Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)
Opening	\$0.84 M	\$0.84 M	\$0.84 M	\$0.00 M
Closing	(\$0.03 M)	\$6.55 M	\$7.20 M	\$0.65 M
Refer to Statement of Financial Activity				

Cash and cash equivalents		
	\$9.59 M	% of total
Unrestricted Cash	\$6.88 M	71.7%
Restricted Cash	\$2.71 M	28.3%
Refer to 3 - Cash and Cash Investments		

Payables		
	\$2.12 M	% Outstanding
Trade Payables	\$1.51 M	
0 to 30 Days		0.0%
Over 30 Days		0.0%
Over 90 Days		0.0%
Refer to 3 - Cash and Cash Investments		

Receivables		
	\$0.24 M	% Collected
Rates Receivable	\$3.00 M	73.9%
Trade Receivable	\$0.24 M	% Outstanding
Over 30 Days		28.3%
Over 90 Days		54.7%
Refer to 7 - Receivables		

**Key Operating Activities**

<b>Amount attributable to operating activities</b>			
Adopted Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)
\$0.93 M	\$6.48 M	\$6.70 M	\$0.22 M
Refer to Statement of Financial Activity			

<b>Rates Revenue</b>			<b>Grants and Contributions</b>			<b>Fees and Charges</b>		
YTD Actual	\$9.52 M	% Variance	YTD Actual	\$0.31 M	% Variance	YTD Actual	\$0.72 M	% Variance
YTD Budget	\$9.52 M	(0.0%)	YTD Budget	\$0.24 M	29.8%	YTD Budget	\$0.71 M	2.2%
Refer to 8 - Rate Revenue			Refer to 10 - Grants and Contributions			Refer to Statement of Financial Activity		

**Key Investing Activities**

<b>Amount attributable to investing activities</b>			
Adopted Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)
(\$2.45 M)	(\$0.75 M)	(\$0.32 M)	\$0.43 M
Refer to Statement of Financial Activity			

<b>Proceeds on sale</b>			<b>Asset Acquisition</b>			<b>Capital Grants</b>		
YTD Actual	\$0.00 M	%	YTD Actual	\$0.09 M	% Spent	YTD Actual	\$0.34 M	% Received
Adopted Budget	\$0.11 M	(100.0%)	Adopted Budget	\$1.37 M	(93.2%)	Adopted Budget	\$1.63 M	(79.3%)
Refer to 6 - Disposal of Assets			Refer to 5 - Capital Acquisitions			Refer to 5 - Capital Acquisitions		

**Key Financing Activities**

<b>Amount attributable to financing activities</b>			
Adopted Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)
\$0.64 M	(\$0.02 M)	(\$0.02 M)	\$0.00 M
Refer to Statement of Financial Activity			

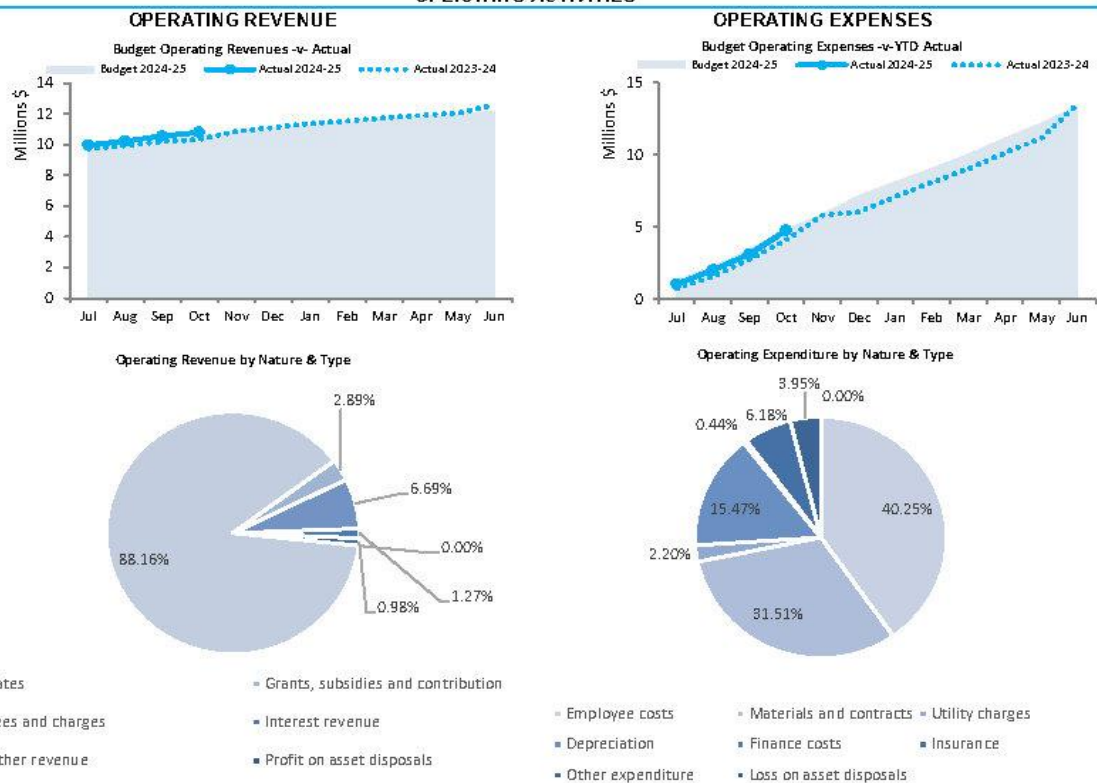
<b>Borrowings</b>		<b>Reserves</b>		<b>Report Preparation</b>	
Principal repayments	\$0.00 M	Reserves balance	\$2.71 M	Prepared by:	Manager Finance
Interest expense	(\$0.02 M)	Interest earned	\$0.00 M	Reviewed by:	Executive Manager Corporate Services
Principal due	\$4.73 M			Date Prepared:	8/11/2024
Refer to 9 - Borrowings		Refer to 4 - Cash Reserves			

This information is to be read in conjunction with the accompanying Financial Statements and notes.

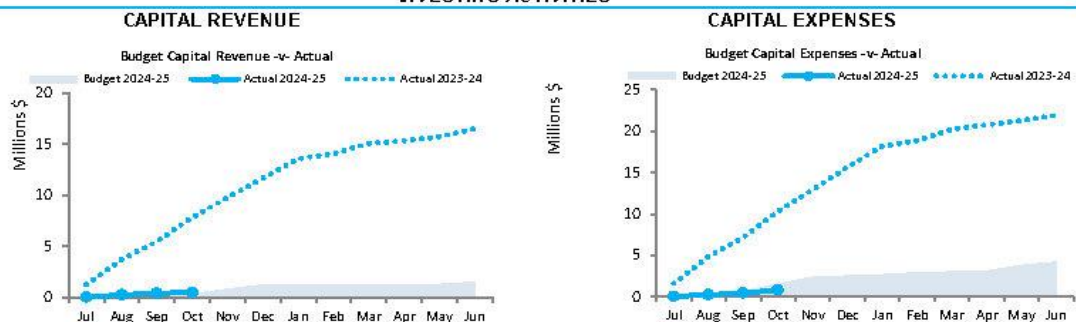
## TOWN OF EAST FREMANTLE FOR THE PERIOD ENDED 31 OCTOBER 2024

### KEY INFORMATION - GRAPHICAL

#### OPERATING ACTIVITIES



#### INVESTING ACTIVITIES



#### Closing funding surplus / (deficit)



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

**TOWN OF EAST FREMANTLE**  
**STATEMENT OF FINANCIAL ACTIVITY**  
**FOR THE PERIOD ENDED 31 OCTOBER 2024**

	Note	Original Budget (a) \$	Current Budget (a) \$	YTD Budget (b) \$	YTD Actual (c) \$	Variance* \$ (c) - (b) \$	Variance* % ((c) - (b))/b %	Var.
<b>OPERATING ACTIVITIES</b>								
<b>Revenue from operating activities</b>								
Rates	8	9,537,944	9,537,944	9,524,611	9,521,836	(2,775)	(0.03%)	
Grants, subsidies and contributions	10	1,025,458	794,876	240,705	312,395	71,690	29.78%	▲
Fees and charges		1,535,567	1,535,567	706,976	722,683	15,707	2.22%	▲
Interest revenue		173,265	173,265	57,752	137,383	79,631	137.88%	▲
Other revenue		92,900	92,900	30,964	105,931	74,967	242.11%	▲
Profit on asset disposals	6	69,342	69,342	0	0	0	0.00%	
		<b>12,434,476</b>	<b>12,203,894</b>	<b>10,561,008</b>	<b>10,800,228</b>	<b>239,220</b>	<b>2.27%</b>	
<b>Expenditure from operating activities</b>								
Employee costs		(5,352,443)	(5,352,443)	(1,900,551)	(1,935,825)	(35,274)	(1.86%)	▲
Materials and contracts		(4,071,168)	(4,222,430)	(1,394,455)	(1,515,544)	(121,089)	(8.68%)	▲
Utility charges		(304,213)	(304,213)	(101,414)	(105,919)	(4,505)	(4.44%)	
Depreciation		(2,231,542)	(2,231,542)	(743,848)	(743,847)	1	0.00%	
Finance costs		(267,405)	(302,405)	(34,169)	21,114	55,283	161.79%	▼
Insurance		(267,536)	(267,536)	(267,536)	(297,093)	(29,557)	(11.05%)	▲
Other expenditure		(751,932)	(751,932)	(383,659)	(190,031)	193,628	50.47%	▼
Loss on asset disposals	6	0	0	0	0	0	0.00%	
		<b>(13,246,239)</b>	<b>(13,432,501)</b>	<b>(4,825,632)</b>	<b>(4,767,145)</b>	<b>58,487</b>	<b>1.21%</b>	
Non-cash amounts excluded from operating activities	2(b)	2,162,200	2,162,200	743,848	663,848	(80,000)	(10.75%)	▼
<b>Amount attributable to operating activities</b>		<b>1,350,437</b>	<b>933,593</b>	<b>6,479,224</b>	<b>6,696,931</b>	<b>217,707</b>	<b>3.36%</b>	
<b>INVESTING ACTIVITIES</b>								
Proceeds from capital grants, subsidies and contributions	10	1,549,483	1,634,047	786,243	466,357	(319,886)	(40.69%)	▼
Proceeds from disposal of assets	6	108,000	108,000	0	0	0	0.00%	
Payments for property, plant and equipment	5	(2,413,980)	(2,816,050)	(915,859)	(695,209)	220,650	24.09%	▼
Payments for construction of infrastructure	5	(1,374,133)	(1,374,133)	(623,267)	(93,328)	529,939	85.03%	▼
<b>Amount attributable to investing activities</b>		<b>(2,130,630)</b>	<b>(2,448,136)</b>	<b>(752,883)</b>	<b>(322,180)</b>	<b>430,703</b>	<b>57.21%</b>	
<b>FINANCING ACTIVITIES</b>								
Proceeds from new debentures	9	0	0	0	0	0	0.00%	
Transfer from reserves	4	1,166,309	1,216,309	208,293	208,293	0	0.00%	
Repayment of borrowings	9	(150,564)	(150,564)	0	0	0	0.00%	
Payments for principal portion of lease liabilities		(52,049)	(52,049)	(20,042)	(20,042)	0	0.00%	
Transfer to reserves	4	(374,890)	(374,890)	(208,293)	(208,293)	0	0.00%	
<b>Amount attributable to financing activities</b>		<b>588,806</b>	<b>638,806</b>	<b>(20,042)</b>	<b>(20,042)</b>	<b>0</b>	<b>0.00%</b>	
<b>MOVEMENT IN SURPLUS OR DEFICIT</b>								
<b>Surplus or deficit at the start of the financial year</b>		191,387	843,305	843,305	843,305	0	0.00%	
Amount attributable to operating activities		1,350,437	933,593	6,479,224	6,696,931	217,707	3.36%	▲
Amount attributable to investing activities		(2,130,630)	(2,448,136)	(752,883)	(322,180)	430,703	57.21%	▲
Amount attributable to financing activities		588,806	638,806	(20,042)	(20,042)	0	0.00%	
<b>Surplus or deficit after imposition of general rates</b>		<b>0</b>	<b>(32,432)</b>	<b>6,549,605</b>	<b>7,198,014</b>	<b>648,410</b>	<b>9.90%</b>	

**KEY INFORMATION**

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

\* Refer to Note 1 for an explanation of the reasons for the variance.

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



**TOWN OF EAST FREMANTLE  
STATEMENT OF FINANCIAL POSITION  
FOR THE PERIOD ENDED 31 OCTOBER 2024**

	Note	30 June 2024	31 October 2024
		\$	\$
<b>CURRENT ASSETS</b>			
Cash and cash equivalents	3	5,278,266	9,592,126
Trade and other receivables		948,111	3,274,613
Contract assets		0	0
Other assets		231,260	57,665
<b>TOTAL CURRENT ASSETS</b>		<b>6,457,637</b>	<b>12,924,404</b>
<b>NON-CURRENT ASSETS</b>			
Trade and other receivables		98,356	98,355
Other financial assets		83,171	83,171
Investment in associate		0	0
Property, plant and equipment		56,431,045	56,616,223
Infrastructure		51,330,362	51,336,390
Right-of-use assets		142,490	142,490
<b>TOTAL NON-CURRENT ASSETS</b>		<b>108,085,424</b>	<b>108,276,629</b>
<b>TOTAL ASSETS</b>		<b>114,543,061</b>	<b>121,201,033</b>
<b>CURRENT LIABILITIES</b>			
Trade and other payables		1,677,230	2,120,053
Other liabilities		340,343	0
Lease liabilities		45,114	25,072
Borrowings	9	150,564	150,564
Employee related provisions		806,704	816,288
Other provisions	11	80,000	0
<b>TOTAL CURRENT LIABILITIES</b>		<b>3,099,955</b>	<b>3,111,977</b>
<b>NON-CURRENT LIABILITIES</b>			
Lease liabilities		152,623	152,623
Borrowings	9	4,576,802	4,576,802
Employee related provisions		193,595	193,595
<b>TOTAL NON-CURRENT LIABILITIES</b>		<b>4,923,020</b>	<b>4,923,020</b>
<b>TOTAL LIABILITIES</b>		<b>8,022,975</b>	<b>8,034,997</b>
<b>NET ASSETS</b>		<b>106,520,086</b>	<b>113,166,036</b>
<b>EQUITY</b>			
Retained surplus		53,977,752	60,623,702
Reserve accounts	4	2,710,049	2,710,049
Revaluation surplus		49,832,285	49,832,285
<b>TOTAL EQUITY</b>		<b>106,520,086</b>	<b>113,166,036</b>

This statement is to be read in conjunction with the accompanying notes.

<b>Movement in Equity</b>	<b>6,645,950</b>
Explained by:	
Amount attributed to operating activities	6,179,593
Proceeds from capital activities	466,357
Net reserves movement	0
	<b>6,645,950</b>

**TOWN OF EAST FREMANTLE**  
**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY**  
**FOR THE PERIOD ENDED 31 OCTOBER 2024**

**1 EXPLANATION OF MATERIAL VARIANCES**

The material variance thresholds are adopted annually by Council as an indicator of whether the actual expenditure or revenue varies from the year to date actual materially.  
The material variance adopted by Council for the 2024-25 year is \$10,000 or 10.00% whichever is the greater.

Description	Var. \$	Var. %	Var.	Timing / Permanent	Explanation
	\$	%			
<b>Revenue from operating activities</b>					
Rates	(2,775)	(0.03%)		No variance	No material variance
Grants, subsidies and contributions	71,690	29.78%	▲	Timing	\$40.9k due to timing and \$30.6K unbudgeted urban canopy grant received. To be offset by expenditure to the Town's urban canopy infrastructure.
Fees and charges	15,707	2.22%	▲	Timing	No material variance
Interest revenue	79,631	137.88%	▲	Timing	Interest on rates instalments and on investments ahead of expected
Other revenue	74,967	242.11%	▲	Timing	Unbudgeted Workcover compensation claims - \$18.6k and recovery of operational costs for the East Fremantle Community Park - \$61.5k. Offset by increase in operational expenditure.
Profit on asset disposals	0	0.00%		No variance	
<b>Expenditure from operating activities</b>					
Employee costs	(35,274)	(1.86%)	▲	Timing	Favourable
Materials and contracts	(121,089)	(8.68%)	▲	Timing	No material variance
Utility charges	(4,505)	0.00%		Timing	No material variance
Depreciation	0	0.00%		No variance	Manual posting as asset register not yet finalised for 23/24
Finance costs	55,283	161.79%	▼	Timing	Reversal of accrued interest for the East Fremantle Community Park loan
Insurance	(29,557)	(11.05%)	▲	Timing	No material variance
Other expenditure	193,628	50.47%	▼	Timing	Contribution of the Fremantle Library \$138k South West Group contribution \$26k Councillor training not yet expended \$18k Community assistance grants \$9k
Loss on asset disposals	0	0.00%		No variance	
<b>Non-cash amounts excluded from operating activities</b>	(80,000)	(10.75%)	▼	No variance	
<b>Investing Activities</b>					
Proceeds from capital grants, subsidies and contributions	(319,886)	(40.69%)	▼	Timing	See Note 10 Grants & Contributions for more detailed information
Proceeds from disposal of assets	0	0.00%		No variance	Schedule of disposal of vehicles and plant delayed.
Payments for property, plant and equipment	220,650	24.09%	▼	Timing	See Note 5 Capital Acquisitions for more detailed information
Payments for construction of infrastructure	529,939	85.03%	▼	Timing	See Note 5 Capital Acquisitions for more detailed information
<b>Financing Activities</b>					
Proceeds from new debentures	0	0.00%		No variance	
Transfer from reserves	0	0.00%		No variance	
Repayment of borrowings	0	0.00%		No variance	
Payments for principal portion of lease liabilities	0	0.00%		No variance	
Transfer to reserves	0	0.00%		No variance	
<b>Surplus or deficit at the start of the financial year</b>	80,006	9.49%	▲	Permanent	Pending finalisation of annual report
<b>Surplus or deficit after imposition of general rates</b>	728,416	11.12%	▲	Timing	Due to variances described above

**TOWN OF EAST FREMANTLE**  
**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY**  
**FOR THE PERIOD ENDED 31 OCTOBER 2024**

**2 STATEMENT OF FINANCIAL ACTIVITY INFORMATION**

**(a) Net current assets used in the Statement of Financial Activity**

		Current Budget Closing 30 June 2025	Last Year Closing 30 June 2024	Year to Date 31 October 2024
<b>Current assets</b>		\$	\$	\$
Cash and cash equivalents	3	4,227,126	5,278,266	9,592,126
Trade and other receivables		252,401	948,111	3,274,613
Contract assets	8	0	0	0
Other assets	8	52,099	231,260	57,665
		<b>4,531,626</b>	<b>6,457,637</b>	<b>12,924,404</b>
<b>Less: current liabilities</b>				
Trade and other payables	9	(1,854,815)	(1,677,236)	(2,120,053)
Other liabilities	11	(71,910)	(340,343)	0
Lease liabilities	10	(52,049)	(45,114)	(25,072)
Borrowings	9	(157,911)	(150,564)	(150,564)
Employee related provisions	11	(675,173)	(806,704)	(816,288)
Other provisions	11	(43,530)	(80,000)	0
		<b>(2,855,388)</b>	<b>(3,099,961)</b>	<b>(3,111,977)</b>
<b>Net current assets</b>		<b>1,676,238</b>	<b>3,357,676</b>	<b>9,812,427</b>
<b>Less: Total adjustments to net current assets</b>	2(c)	<b>(1,708,670)</b>	<b>(2,514,371)</b>	<b>(2,614,413)</b>
<b>Closing funding surplus / (deficit)</b>		<b>(32,432)</b>	<b>843,305</b>	<b>7,198,020</b>

**(b) Non-cash amounts excluded from operating activities**

The following non-cash revenue and expenditure has been excluded from operating activities within the Statement of Financial Activity in accordance with *Financial Management Regulation 32*.

		Current Budget	YTD Budget (a)	YTD Actual (b)
		\$	\$	\$
<b>Non-cash amounts excluded from operating activities</b>				
<b>Adjustments to operating activities</b>				
Less: Profit on asset disposals	6	(69,342)	0	0
Add: Depreciation		2,231,542	743,848	743,847
- Pensioner deferred rates		0	0	1
- Other provisions				(80,000)
<b>Total non-cash amounts excluded from operating activities</b>		<b>2,162,200</b>	<b>743,848</b>	<b>663,848</b>

**(c) Current assets and liabilities excluded from budgeted deficiency**

The following current assets and liabilities have been excluded from the net current assets used in the Statement of Financial Activity in accordance with *Financial Management Regulation 32* to agree to the surplus/(deficit) after imposition of general rates.

		Current Budget Opening 30 June 2024	Last Year Closing 30 June 2024	Year to Date 31 October 2024
		\$	\$	\$
<b>Adjustments to net current assets</b>				
Less: Reserve accounts	4	(1,918,630)	(2,710,049)	(2,710,049)
Add: Current liabilities not expected to be cleared at the end of the year:				
- Current portion of borrowings	9	157,911	150,564	150,564
- Current portion of lease liabilities	10	52,049	45,114	25,072
- Current provision for equity contribution - Investment in Associate			0	(80,000)
<b>Total adjustments to net current assets</b>	2(a)	<b>(1,708,670)</b>	<b>(2,514,371)</b>	<b>(2,614,413)</b>

**CURRENT AND NON-CURRENT CLASSIFICATION**

In the determination of whether an asset or liability is current or non-current, consideration is given to the time when each asset or liability is expected to be settled. Unless otherwise stated assets or liabilities are classified as current if expected to be settled within the next 12 months, being the Council's operational cycle.



TOWN OF EAST FREMANTLE  
SUPPLEMENTARY INFORMATION  
FOR THE PERIOD ENDED 31 OCTOBER 2024

3 CASH AND CASH INVESTMENTS

Description	Unrestricted \$	Restricted \$	Total Cash \$	Institution	Risk Rating (LT)	Interest Rate	Maturity Date
<b>Cash Deposits</b>							
Municipal Bank Account	773,130	0	773,130	CBA	AA-		At Call
Municipal Bonds & Deposits Account	608,348	0	608,348	CBA	AA-		At Call
Cash On Hand	600	0	600	Petty Cash/Till Float			On Hand
<b>Term Deposits</b>							
Pooled (Muni, Reserves, Bonds and Grants)			2,500,000	NAB	AA-	4.95%	Nov 24
Pooled (Muni, Reserves, Bonds and Grants)			1,000,000	CBA	AA-	4.72%	Nov 24
Pooled (Muni, Reserves, Bonds and Grants)			2,710,048	SUNCORP	A-	4.83%	Jan 25
Pooled (Muni, Reserves, Bonds and Grants)			1,000,000	SUNCORP	AA-	4.83%	Jan 25
Pooled (Muni, Reserves, Bonds and Grants)	5,500,000	2,710,048	1,000,000	NAB	A-	4.95%	Dec 24
<b>Total</b>	<b>6,882,078</b>	<b>2,710,048</b>	<b>9,592,126</b>			<b>4.87%</b>	
<b>Comprising</b>							
Cash and cash equivalents	6,882,078	2,710,048	9,592,126				
	<b>6,882,078</b>	<b>2,710,048</b>	<b>9,592,126</b>				

Financial assets at amortised cost held with registered financial institutions are listed in this note other financial assets at amortised cost are provided in Note 4 - Other assets.

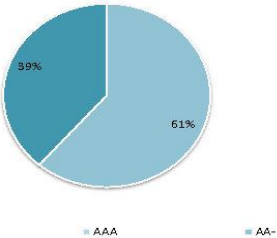
Comments/Notes - Investments and Cash Deposits

INSTITUTION	\$	(LT) RISK	%
COMMONWEALTH BANK	\$2,381,478	AA-	24.83%
CBA (GREEN/ESTGD TD)	\$0	AA-	0.00%
NATIONAL AUST. BANK	\$8,500,000	AA-	36.49%
SUNCORP	\$3,710,048	AA-	38.68%
WESTPAC	\$0	AA-	0.00%
	<b>\$9,591,526</b>		<b>100.00%</b>

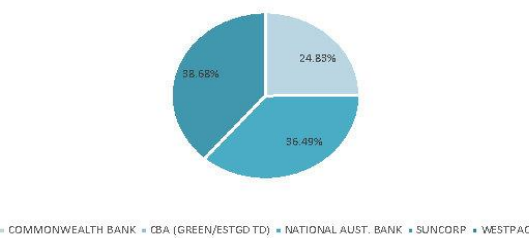
(LT) RISK RATING	PORTFOLIO	\$	%
AAA	N/A X 100%	\$0	0%
AA-	N/A X 100%	\$5,881,478	61%
AA (GREEN TERM DEPOSITS)	N/A X 100%	\$0	0%
A- (DIVESTMENT)	N/A X 100%	\$3,710,048	39%
BBB+ (DIVESTMENT)	N/A X 80%	\$0	0%
		<b>\$9,591,526</b>	<b>100%</b>

The Town obtains quotes from three (3) financial institutions prior to placing investments. This ensures the Town is receiving the best return on investment possible. The amount the Town invests is dependent on cash flow requirements for business operations and capital works for upcoming months. As the financial year progresses, the Town's cash holdings decreases which means less investment of Municipal funds. The current monetary policy imposed by the Reserve Bank of Australia (RBA) is driving the interest rate environment. The Town's investment policy precludes investing in term deposits for more than 12 months.

Divestment v Non-Divestment - Term Deposits



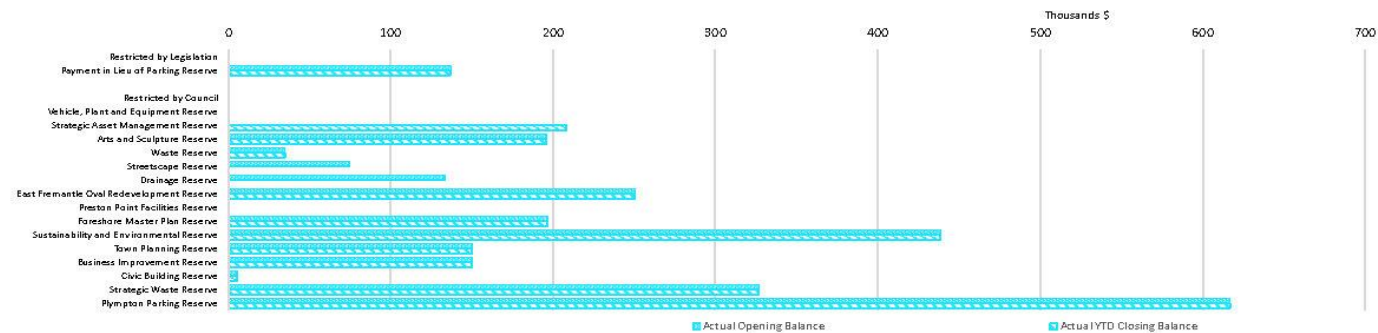
Values held by Institution



**TOWN OF EAST FREMANTLE  
SUPPLEMENTARY INFORMATION  
FOR THE PERIOD ENDED 31 OCTOBER 2024**

**4 RESERVE ACCOUNTS**

Reserve name	ORIGINAL				CURRENT				Actual Opening Balance	Actual Interest Earned	Actual Transfers In (+)	Actual Transfers Out (-)	Actual YTD Closing Balance
	Budget Opening Balance	Budget Transfers In (+)	Budget Transfers Out (-)	Budget Closing Balance	Actual Opening Balance	Budget Transfers In (+)	Budget Transfers Out (-)	Budget Closing Balance					
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
<b>Restricted by Legislation</b>													
Payment in Lieu of Parking Reserve	137,010	0	0	137,010	137,010	0	0	137,010	137,010	0	0	0	137,010
<b>Restricted by Council</b>													
Vehicle, Plant and Equipment Reserve	0	0	0	0	0	0	0	0	0	0	0	0	0
Strategic Asset Management Reserve	0	166,275	0	166,275	0	166,275	(50,000)	116,275	0	0	208,293	(0)	208,293
Arts and Sculpture Reserve	195,664	0	(45,000)	150,664	195,664	0	(45,000)	150,664	195,664	0	0	0	195,664
Waste Reserve	35,000	0	0	35,000	35,000	0	0	35,000	35,000	0	0	0	35,000
Streetscape Reserve	75,000	0	(75,000)	0	75,000	0	(75,000)	0	75,000	0	0	(75,000)	0
Drainage Reserve	133,293	0	(133,293)	0	133,293	0	(133,293)	0	133,293	0	0	(133,293)	0
East Fremantle Oval Redevelopment Reserve	250,529	0	(250,529)	0	250,529	0	(250,529)	0	250,529	0	0	0	250,529
Preston Point Facilities Reserve	0	0	0	0	0	0	0	0	0	0	0	0	0
Foreshore Master Plan Reserve	196,344	0	0	196,344	196,344	0	0	196,344	196,344	0	0	0	196,344
Sustainability and Environmental Reserve	438,553	137,197	(575,750)	0	438,553	137,197	(575,750)	0	438,553	0	0	0	438,553
Town Planning Reserve	150,000	40,000	0	190,000	150,000	40,000	0	190,000	150,000	0	0	0	150,000
Business Improvement Reserve	150,000	0	(70,000)	80,000	150,000	0	(70,000)	80,000	150,000	0	0	0	150,000
Civic Building Reserve	5,305	31,418	(16,737)	19,986	5,305	31,418	(16,737)	19,986	5,305	0	0	0	5,305
Strategic Waste Reserve	326,684	0	0	326,684	326,684	0	0	326,684	326,684	0	0	0	326,684
Plympton Parking Reserve	616,666	0	0	616,666	616,666	0	0	616,666	616,667	0	0	0	616,667
	<b>2,710,048</b>	<b>374,890</b>	<b>(1,166,309)</b>	<b>1,918,629</b>	<b>2,710,048</b>	<b>374,890</b>	<b>(1,216,309)</b>	<b>1,868,629</b>	<b>2,710,049</b>	<b>0</b>	<b>208,293</b>	<b>(208,293)</b>	<b>2,710,049</b>



TOWN OF EAST FREMANTLE  
SUPPLEMENTARY INFORMATION  
FOR THE PERIOD ENDED 31 OCTOBER 2024

5 CAPITAL ACQUISITIONS

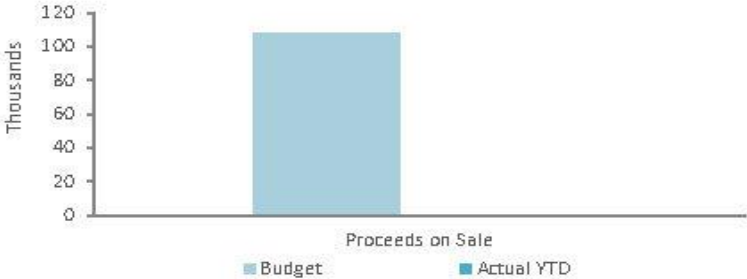
Account Description	Adopted Budget	Current Budget	YTD Budget	YTD Actual	Order Value	Total Actual	Variance (Budget/Order)	Completion	Comments
<b>Plant &amp; Equipment</b>	<b>599,000</b>	<b>599,000</b>	<b>64,000</b>	<b>40,360</b>	<b>97,857</b>	<b>138,248</b>	<b>400,752</b>	<b>7%</b>	
E04635 Upgrade of EV charger power connection adjacent to Town hall car park	20,000	20,000	20,000	395	0	395	19,605	2%	Works planned to commence Dec 2024
E20648 VW Golf Alltrack wagon (EMRS)	40,000	40,000	0	0	0	0	0	0%	
E21716 Upgrade canopy of Rangers vehicle	0	0	0	5,640	0	5,640	0	0%	Completed
E21720 Kubota F3690	56,000	56,000	0	33,325	26,067	59,393	0	61%	Mower confirmed, waiting arrival
E21723 Two EV Chargers for East Fremantle Community Park	44,000	44,000	44,000	0	0	0	0	0%	
E22642 Kuhn MM290 Truck	96,000	96,000	0	0	0	0	0	0%	Truck prices being sought
E22802 Kubota SK175R-5	40,000	40,000	0	0	0	0	0	0%	Prices being sought
E22810 Upgrade street lights to LEDs, including smart lighting for major roads	310,000	310,000	0	0	0	0	0	0%	Waiting with VP
E22812 Kasei 4.3T Tipper	0	0	0	0	71,820	71,820	0	0%	
<b>Furniture &amp; Equipment</b>	<b>182,911</b>	<b>218,911</b>	<b>100,000</b>	<b>0</b>	<b>50,345</b>	<b>50,345</b>	<b>168,606</b>	<b>0%</b>	
E04638 RRP Replacement - New Electronic Document Records Management System	76,000	76,000	40,000	0	0	0	0	0%	
E04634 Laptop Replacement Program (Investigate green finance lease)	36,900	0	0	0	0	0	0	0%	
E04620 General Allocation	17,951	17,951	0	0	0	0	0	0%	
E04610 Air Council Chambers (Recording Equipment - Replace end of life equipment)	60,000	60,000	60,000	0	50,345	50,345	0	0%	
E21685 Public art work including the East Fremantle Community Park	0	91,000	0	0	0	0	0	0%	
<b>Buildings</b>	<b>1,832,029</b>	<b>1,978,999</b>	<b>751,859</b>	<b>804,849</b>	<b>256,451</b>	<b>911,300</b>	<b>1,066,799</b>	<b>33%</b>	
E04604 Roofboard Sealing - enhancing thermal comfort	13,000	13,000	13,000	0	0	0	0	0%	
E02176 Dr Gray various upgrades	22,500	22,500	0	0	20,596	20,596	0	0%	Works commenced Nov 2024
E02118 Building upgrade - Rurnanet - Lighting	9,000	9,000	9,000	0	0	0	0	0%	Works planned to commence Feb 2025
E21737 Building upgrade - Camp Waller - Eaves lining	4,500	4,500	0	0	0	0	0	0%	Works planned to commence Feb 2025
E21738 East Fremantle Community Park - Microcolumns Works	140,529	410,277	113,646	81,163	66,323	145,476	0	20%	Works ongoing
E21740 East Fremantle Community Park - Dog Park	0	0	0	600	1,796	1,796	0	0%	
E21748 Solar and Battery Installation East Fremantle Community Park, Solar installation Town Hall, De	707,500	707,500	0	0	0	0	0	0%	Prices being sought
E21672 East Fremantle Community Park - Scoreboard	0	50,000	50,000	0	0	0	0	0%	
E21735 Tricolour Soccer Club flagpoles	690,000	716,322	521,813	573,095	137,519	710,614	0	50%	Works completed Nov 2024
E24003 Buildings upgrade RCD's switchboards - Various	10,000	10,000	10,000	0	0	0	0	0%	Works planned to commence Feb 2025
E24005 Buildings upgrade door locks - Various	36,000	36,000	36,000	0	31,818	31,818	0	0%	Works planned to commence Feb 2025
<b>Infrastructure - roads</b>	<b>483,733</b>	<b>483,733</b>	<b>241,867</b>	<b>0</b>	<b>463,782</b>	<b>463,782</b>	<b>19,951</b>	<b>0%</b>	
E22949 Riverside Road (adjacent to Leuewin Boat Ramp)	483,733	483,733	241,867	0	463,782	463,782	0	0%	Works commenced Nov 2024, to be completed by Dec 2024
<b>Infrastructure - drainage</b>	<b>56,000</b>	<b>56,000</b>	<b>20,824</b>	<b>20,824</b>	<b>0</b>	<b>20,824</b>	<b>34,176</b>	<b>38%</b>	
E24672 Preston Point Road - Above car park near Tennis Club - Investigate and upgrade storage prior to water entering pipe to river	20,000	20,000	0	20,824	0	20,824	0	104%	Completed
E22707 George Street - Drainage investigation and upgrades to allow underground piped water flow	20,000	20,000	20,000	0	0	0	0	0%	
E22761 Upgrade old pits to SEPs	16,000	16,000	0	0	0	0	0	0%	
<b>Infrastructure - parks &amp; ovals</b>	<b>310,000</b>	<b>310,000</b>	<b>200,000</b>	<b>36,504</b>	<b>16,175</b>	<b>92,678</b>	<b>21,7327</b>	<b>12%</b>	
E21673 Urnstone wall replacement - Glasdon Park	40,000	40,000	0	0	18,182	18,182	0	0%	Works planned to commence Jan 2025
E21679 Extend cricket practice nets hardstand by approx 1m - Henry Jell & Preston Point	30,000	30,000	30,000	0	20,415	20,415	0	0%	Works planned to commence Jan 2024
E21686 Rotunda replacement - Mervyn Cowan Park	55,000	55,000	55,000	0	0	0	0	0%	Works planned to commence Dec 2024
E21743 Bin upgrades	10,000	10,000	0	6,613	0	6,613	0	66%	Works planned to commence Jan 2025
E21726 Bore test/replacement - Foreshore Parks	30,000	30,000	75,000	0	0	0	0	0%	Works planned to commence Jan 2025
E21726 Bore pump test - Stratford Street Park	10,000	10,000	10,000	0	0	0	0	0%	Works planned to commence Jan 2025
E21726 Irrigation upgrade - Marjorie Green Park	10,000	10,000	0	0	0	0	0	0%	Works planned to commence Jan 2025
E21726 Irrigation upgrade be in to existing system-Looke Park	35,000	35,000	0	0	0	0	0	0%	Works planned to commence Dec 2024
E21741 Upgrade of Retic - Preston Point	20,000	20,000	20,000	4,360	0	4,360	0	22%	Works planned to commence Dec 2024
E21745 Drink Fountains	10,000	10,000	10,000	11,345	0	11,345	0	113%	
E21749 Rotunda replacement - Wayman Park	40,000	40,000	0	14,178	9,578	23,756	0	39%	Works planned to commence Dec 2024
E21750 Wayman softfall upgrade for exercise equipment	20,000	20,000	0	0	0	0	0	0%	Prices being sought
<b>Infrastructure - car parks</b>	<b>200,000</b>	<b>200,000</b>	<b>0</b>	<b>0</b>	<b>1,230</b>	<b>1,230</b>	<b>198,770</b>	<b>0%</b>	
E20604 Paid Parking and Streetscape Design Work and Preliminaries - Silas Street and Leuewin	100,000	100,000	0	0	0	0	0	0%	
E21609 Carparks - General Allocation	20,000	20,000	0	0	1,230	1,230	0	0%	Ongoing
<b>Infrastructure - footpaths</b>	<b>325,400</b>	<b>325,400</b>	<b>181,480</b>	<b>36,000</b>	<b>132,022</b>	<b>183,022</b>	<b>157,378</b>	<b>11%</b>	
E22836 Main ramp upgrades to GEA standards (to do 20 pram ramps)	20,000	20,000	0	0	9,091	9,091	0	0%	Ongoing
E22845 Red St (West side), between Canning Hwy & George St (Remove Concrete and replace with Red asphalt, as per style guide)	86,400	86,400	86,400	36,000	0	36,000	0	42%	Works completed Nov 2024
E22846 George Street (north side), between Hubble St & Duke St (Remove brick paving and replace with red asphalt, as per style guide)	75,000	75,000	75,000	0	82,556	82,556	0	0%	Works planned to commence Jan 2025
E22847 Riverside Road (West side), adjacent to Leuewin Boat Ramp (do at same time as road upgrade)	49,500	49,500	0	0	40,375	40,375	0	0%	Works commenced Nov 2024, to be completed by Dec 2024
E22848 Preston Point Rd (West side), between Bolton St & Pier St (Smy concrete) (420m length)	94,500	94,500	0	0	0	0	0	0%	Works planned to commence Jan 2025
	<b>3,788,113</b>	<b>4,190,163</b>	<b>1,539,126</b>	<b>788,537</b>	<b>1,057,892</b>	<b>1,846,429</b>	<b>2,343,754</b>	<b>19%</b>	

Total Actual < Current Budget  
 No Current Budget  
 No YTD Actual  
 Total Actual > Current Budget

TOWN OF EAST FREMANTLE  
SUPPLEMENTARY INFORMATION  
FOR THE PERIOD ENDED 31 OCTOBER 2024

6 DISPOSAL OF ASSETS

Asset Ref.	Asset description	Budget				YTD Actual			
		Net Book Value	Proceeds	Profit	(Loss)	Net Book Value	Proceeds	Profit	(Loss)
		\$	\$	\$	\$	\$	\$	\$	\$
<b>Plant and equipment</b>									
PEMV267	Isuzu MKR190 truck	15,000	45,000	30,000	0	0	0	0	0
PEMV272	EMRS Vehicle	8,658	25,000	16,342	0	0	0	0	0
PE284	Kobota F3690	5,000	22,000	17,000	0	0	0	0	0
PE274	Kobelco SK17SR-5	10,000	16,000	6,000	0	0	0	0	0
		38,658	108,000	69,342	0	0	0	0	0



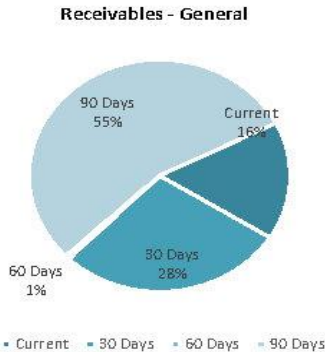
TOWN OF EAST FREMANTLE  
SUPPLEMENTARY INFORMATION  
FOR THE PERIOD ENDED 31 OCTOBER 2024

7 RECEIVABLES

Rates receivable	30 Jun 2024	31 Oct 2024
	\$	\$
Opening arrears previous years	77,232	78,272
Levied this year	10,964,573	11,431,046
Less - collections to date	(10,963,533)	(8,510,017)
<b>Net rates collectable</b>	<b>78,272</b>	<b>2,999,301</b>
% Collected		73.9%

Other Receivables	Current	30 Days	60 Days	90+ Days	Total
	\$	\$	\$	\$	\$
Receivables - general	26,678	45,832	920	88,639	162,070
Receivables - infringements					63,454
East Fremantle Lawn & Tennis Club					12,000
<b>Total receivables general outstanding</b>					<b>237,523</b>

Amounts shown above include GST (where applicable)

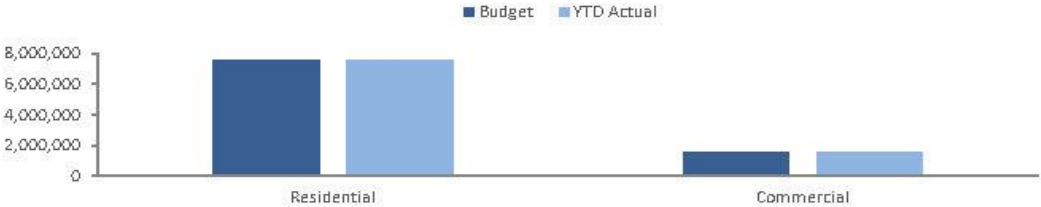


TOWN OF EAST FREMANTLE  
SUPPLEMENTARY INFORMATION  
FOR THE PERIOD ENDED 31 OCTOBER 2024

8 RATE REVENUE

General rate revenue

RATE TYPE	Rate in	Number of	Rateable	Rate	Budget	Total	Rate	YTD Actual	Total
	\$ {cents}	Properties	Value	Revenue	Reassessed	Revenue	Revenue	Reassessed	Revenue
				\$	\$	\$	\$	\$	\$
Gross rental value									
Residential	0.071860	2,966	104,808,540	7,531,492	20,000	7,551,492	7,534,084	0	7,534,084
Commercial	0.121806	120	12,621,985	1,537,430	0	1,537,430	1,537,434	0	1,537,434
Sub-Total		3,086	117,430,525	9,068,922	20,000	9,088,922	9,071,518	0	9,071,518
Minimum payment									
Gross rental value									
Residential	1,296.00	336	4,978,540	435,456	0	435,456	436,752	0	436,752
Commercial	1,938.00	7	79,940	13,566	0	13,566	13,566	0	13,566
Sub-total		343	5,058,480	449,022	0	449,022	450,318	0	450,318
Total						9,537,944			9,521,836





**TOWN OF EAST FREMANTLE  
SUPPLEMENTARY INFORMATION  
FOR THE PERIOD ENDED 31 OCTOBER 2024**

**9 BORROWINGS**

**Repayments - borrowings**

**Information on borrowings**

Particulars	Loan No.	New Loans			Principal Repayments		Principal Outstanding		Interest Repayments	
		1 July 2024	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget
		\$	\$	\$	\$	\$	\$	\$	\$	\$
EF Oval Precinct Redevelopment	185	4,727,366	0	0	0	(150,564)	4,727,366	4,576,802	(37,783)	226,141
EF Oval Precinct Redevelopment - Loan guarantee	185	0	0	0	0	0	0	0	16,669	33,264
<b>Total</b>		<b>4,727,366</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(150,564)</b>	<b>4,727,366</b>	<b>4,576,802</b>	<b>(21,114)</b>	<b>259,405</b>
Current borrowings		150,564					150,564			
Non-current borrowings		4,576,802					4,576,802			
		<b>4,727,366</b>					<b>4,727,366</b>			

All debenture repayments were financed by general purpose revenue.

**Unspent borrowings**

The Town has no unspent debenture funds as at 30th June 2024, nor is it expected to have unspent funds as at 30th June 2025.



**TOWN OF EAST FREMANTLE  
SUPPLEMENTARY INFORMATION  
FOR THE PERIOD ENDED 31 OCTOBER 2024**

**10 GRANTS, SUBSIDIES AND CONTRIBUTIONS  
OPERATING CAPITAL GRANTS, SUBSIDIES AND CONTRIBUTIONS**

Program	Grant Provider	Purpose of Grant	Original Budget Revenue	Current Budget Revenue	YTD Budget	YTD Revenue Actual
			\$	\$	\$	\$
<b>General Purpose Funding</b>						
Grants Commission - General	WALGGC	Untied - General Purpose	191,670	31,538	6,777	6,777
Grants Commission - Roads	WALGGC	Untied - Road	85,665	15,215	3,269	3,269
<b>Education and Welfare</b>						
Commonwealth Home Support Programme	Commonwealth Dep. Health	Commonwealth Home Support Programme	691,978	691,978	230,659	230,798
<b>Recreation and Culture</b>						
East Fremantle Festival	Port Authority/LotteryWest	East Fremantle Festival Funding	20,000	20,000	0	13,473
Urban Canopy Grant Program	WALGA	Implementation of urban canopy program	0	0	0	30,609
<b>Community Amenities</b>						
Bus Shelter - Maintenance Assistance Scheme	Public Transport Authority	Bus Shelter Maintenance	4,100	4,100	0	0
<b>Transport</b>						
Direct Grant	Main Roads	Direct Grant	19,245	19,245	0	27,470
Street Lighting Subsidy	Main Roads	Street Lighting Subsidy	4,800	4,800	0	0
Stirling Bridge Verge Maintenance Agreement	Main Roads	Stirling Highway Verge Maint. Agreement	8,000	8,000	0	0
			<b>1,025,458</b>	<b>794,876</b>	<b>240,705</b>	<b>312,395</b>

**CAPITAL GRANTS, SUBSIDIES AND CONTRIBUTIONS**

Program	Grant Provider	Purpose of Grant	Original Budget Revenue	Current Budget Revenue	YTD Budget	YTD Revenue Actual
				\$	\$	\$
<b>Recreation and Culture</b>						
East Fremantle Community Park		EV chargers for the Community Precinct	22,000	22,000	22,000	0
East Fremantle Community Park	Australian Government - Community Energy Upgrade Fund	Towards a solar system and battery storage	353,750	353,750	0	0
East Fremantle Community Park	AFL Facilities Fund		0	250,000	0	0
Fremantle City Womens Football Club	State Government	Election Commitment	653,636	488,200	453,465	305,204
Fremantle City Womens Football Club	Soccer Club Contribution		36,364	36,364	20,538	32,997
<b>Transport</b>						
Regional Road Group	Main Roads WA	Riverside Road Upgrade	322,489	322,489	128,996	128,157
Roads to Recovery	Department of Infrastructure	Riverside Road Upgrade	161,244	161,244	161,244	0
			<b>1,549,483</b>	<b>1,634,047</b>	<b>786,243</b>	<b>466,357</b>

**TOWN OF EAST FREMANTLE  
SUPPLEMENTARY INFORMATION  
FOR THE PERIOD ENDED 31 OCTOBER 2024**

**11 BUDGET AMENDMENTS**

Amendments to original budget since budget adoption. Surplus/(Deficit)

Description	Date	Increase / (Decrease) to Net Surplus \$	Amended Budget Running Balance \$
<b>Annual Budget Adoption</b>			0
<b>Adjustment to budgeted surplus</b>			0
Adjusted in respect to current position of 30 June 2024	20 Aug 24	651,918	651,918
<b>Financial Assistance Grants</b>			
General Purpose Grants - Grants Commission	20 Aug 24	-160,132	491,786
General Purpose Grants (Roads) - Grants Commission	20 Aug 24	-70,450	421,336
<b>EF Community Park</b>			
Capex - EF Oval Redevelopment	20 Aug 24	-269,748	151,588
AFL facilities grant	20 Aug 24	250,000	401,588
Scoreboard	20 Aug 24	-50,000	351,588
Public art	20 Aug 24	-46,000	305,588
<b>Fremantle Womens Soccer Club Project</b>			
Capex - Fremantle Womens Soccer Club Project	20 Aug 24	-26,322	279,266
Non-Operating Grants and Contributions	20 Aug 24	-165,436	113,830
Transfer from Strategic Asset Management Reserve	20 Aug 24	50,000	163,830
<b>General</b>			
Capital expenditure - Laptops	20 Aug 24	35,000	198,830
Operating expense - lease laptops	20 Aug 24	-35,000	163,830
Public art	20 Aug 24	-45,000	118,830
<b>EF Community Park</b>			
Estimated operational loss	17 Sep 24	-133,637	-14,807
<b>General</b>			
Operating expenses - IT audit	15 Oct 24	-17,625	-32,432
<b>24/25 Budget Opening Surplus</b>	<b>191,387</b>		
<b>24/25 Actual B/F Surplus (as per AFS)</b>	<b>843,305</b>	<b>(32,432)</b>	<b>0</b>

Description	Amount	
24/25 Adopted Budget - Additional Funding	140,529.00	
Carryover of Unspent Project Funds from 23/24	365,747.19	
Less adjustment for Public Art	46,000.00	
Less isolation of Scoreboard Budget (E11762)	30,000.00	
<b>Current Budget E11738</b>	<b>430,276.19</b>	
<b>Remaining Consultant Payments - as per DCWC Reconciliation</b>		
Architect	220.00	
QS	4,275.00	
Civil Engineer	300.00	
Structural Engineer	15,000.00	
Mechanical Engineer	1,091.25	
Electrical Engineer	4,059.45	
Hydraulics Engineer	2,619.00	
Hospitality Consultant	3,500.00	
Art Coordinator	2,150.00	
Sport Eng	25,530.59	
<b>DCWC Fee Variation 29/09/24 (PO 42671)</b>	<b>20,360.00</b>	
<b>Expenditure @ 15/09/24 - E11738</b>		
Paatsch Consultants	4,125.00	
Metrowest	1,742.00	
Host Direct	250.00	
Adage Furniture	690.00	
Croquet Survey Pickup	1,040.00	
Signman	380.00	
JackMac	41,235.27	
RH Plumbing and Gas	1,780.00	
<b>Open Purchase Orders @ 15/09/24</b>		
PO42438 Bk Security	2,528.90	
PO42549 Monaghan Surveying	2,970.00	
PO42177 WA Fence Works	1,314.50	
PO42672 DCWC (allocation of QS costs)	2,300.00	
<b>Balance Remaining @ 15/09/24</b>	<b>279,215.23</b>	
<b>Pending Variations</b>		
HCV 104 Water Station Services	5,709	
HCV 110 Additional Access Panels	25,300	
HCV 111 Mechanical Split Systems	19,208	
HCV 157 Gym Ductwork	2,464	
HCV 164 Vertical Door Seals	2,579	
HCV 165 Wheel Stop Set Out	5,030	
HCV 176 Bowl Temp Acc	8,795	
<b>HCV 177 Skate Park Abolition Block</b>	<b>-3,600</b>	Not progressed carried out in house
<b>HCV 178 Depot Conduit Replacement</b>	<b>27,930</b>	C&O to waive preliminaries \$4,800 + 10% margin \$3,271 as per without prejudice offer
<b>Forecast Costs</b>		
Paatsch Invoice 2/09/24	5,230	
Paatsch Further	8,000	
Further Legal	80,000	
Cooper and Oxley - Payment Certificate 22	72,208	
New Bore	120,000	
Internal CCTV	19,000	Quote from HBE \$15,957.48 inc gst
DCWC QS Variation	7,000	
Heating Augmentation Receivers	3,767	Delivered and passed to Belgravia on 19 Sept 2024
Function Room Timber Shutters	10,000	
Security Sensors	20,000	Quote from HBE \$9021.10
Ice room Works - Metrowest PO 42687	4,630	Works started 8/30/24
Window tinting for Pilates studio and Bowls office	2,330	Quote for Tinting instead of blinds - less cleaning, reduced heat loading of space, flow on benefits, energy efficiencies, costings etc
Bowls club signage	1,240	Delivered by courier - 3 of 6 remaining installation
Programmed Croquet Lawn turf renovations	8,730	Quote provided to NK 28 August 2024
	<b>179,954.71</b>	

Account Enquiry - E11738 - Capex - East Fremantle Oval Precinct Redevelopment

Structure: AccountJob: E11738 Capex - East Fremantle Oval Precinct Redevelopment

Details: Job: Programme 11 RECREATION AND CULTURE - Sub Programme 112 OTHER RECREATION & SPORT - G/L Account 1E117150 Buildings - Specialised - Capex - New - Other Recreation & Sport

Budget text: Budget Amendments: All IE Codes

View AccountJob Detail Postings: View Outstanding Orders: No receipts pending

Legend: Credit Debit

Month	Original Budget	Amendments	Current Budget	Budget YTD	Forecast	Actual	Order Value	Total	Account Balance	Variance \$
July	0.00	0.00	0.00	0.00		2,602.40		2,602.40	2,602.40	2,602.40
August	0.00	39,738.00	39,738.00	39,738.00		27,055.36		27,055.36	39,737.79	2,682.42
September	0.00	37,954.00	37,954.00	77,692.00		26,112.44		46,962.20	18,940.96	
October	20,000.00	17,954.00	37,954.00	115,646.00		25,331.96		72,331.96	16,756.34	
November	20,000.00	17,954.00	37,954.00	153,600.00		26,703.00		99,035.00	16,276.30	
Dec	0.00	37,954.00	37,954.00	191,554.00		0.00		99,530.00	27,054.00	
January	0.00	37,954.00	37,954.00	229,508.00		0.00		99,530.00	27,054.00	
February	150,570.00	43,475.00	194,045.00	423,553.00		0.00		99,530.00	27,054.00	
March	0.00	37,954.00	37,954.00	461,507.00		0.00		99,530.00	27,054.00	
April	0.00	37,954.00	37,954.00	500,461.00		0.00		99,530.00	27,054.00	
May	0.00	37,954.00	37,954.00	538,415.00		0.00		99,530.00	27,054.00	
June	0.00	37,954.00	37,954.00	576,369.00		0.00		99,530.00	27,054.00	
Total	140,529.00	269,746.00	410,275.00			107,807.00	45,439.00	143,246.00	107,807.00	26,000.97

## 13.3 ACCOUNTS FOR PAYMENT OCTOBER 24

<b>Report Reference Number</b>	OCR-3151
<b>Prepared by</b>	Natalie McGill Senior Finance Officer
<b>Supervised by</b>	Phil Garoni Finance Manager
<b>Meeting date</b>	Tuesday, 19 November 2024
<b>Voting requirements</b>	Simple Majority
<b>Documents tabled</b>	Nil

**Attachments**

1. List of payments – October 2024
2. Fuel Summary – September 2024

**PURPOSE**

That Council, in accordance with regulation 13(1) of the *Local Government (Financial Management) Regulations 1996*, receives the list of payments made under delegated authority for the month ending 31 October 2024.

**EXECUTIVE SUMMARY**

Council has an Executive role in receiving the list of payments pursuant to Regulation 13(1) of the *Local Government (Financial Management) Regulations 1996*. It is therefore recommended that Council receives the List of Accounts paid for the period 1 October to 31 October 2024, as per the summary table.

**BACKGROUND**

The Chief Executive Officer has delegated authority to make payments from the Municipal and Trust Accounts in accordance with budget allocations.

The Town provides payments to suppliers by electronic funds transfer, cheque, or credit card. Attached are itemised lists of all payments made under delegated authority during the said period.

The bulk of payments are processed by electronic funds transfer (EFT) with the exception of occasional reimbursements and refunds.

**CONSULTATION**

Nil.

**STATUTORY ENVIRONMENT**

Regulation 13: *Local Government (Financial Management) Regulations 1996* (as amended) requires local governments to prepare a list of payments made under delegated authority to be prepared and presented to Council monthly.

A new regulation has been added to the *Local Government (Financial Management) Regulations 1996* to increase transparency and accountability in local government, through greater oversight of incidental spending.

Regulation 13A covers purchasing cards issued by local governments to their employees. Purchasing cards use a local government approved line of credit that allows for the timely payment of goods and services acquired in the ordinary course of business.

Purchasing cards include the following:

- business or corporate credit cards
- debit cards
- store cards
- fuel cards
- taxi cards

Other than debit cards, purchasing cards all require a separate payment to the card provider.

Purchasing cards do not include:

- non-reloadable gift cards – these cards are not connected to a local government account or intended to be used as a means of making ordinary business transactions
- pre-loaded purchase or credit card advances – these are cash advances and should be recorded and acquitted accordingly
- SmartRider cards that are centrally controlled for general use – if these cards are managed under the cash advance provisions.

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## POLICY IMPLICATIONS

Policy 2.1.3 Purchasing. All supplier payments are approved under delegated authority pursuant to the authorisation limits outlined in Council's Purchasing Policy.

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## FINANCIAL IMPLICATIONS

All expenditure is incurred by authorised officers and made in accordance with the adopted Annual Budget.

**All amounts quoted in this report are inclusive of GST.**

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## STRATEGIC IMPLICATIONS

A proactive, approachable Council which values community consultation, transparency and accountability

5.1 Strengthen organisational accountability and transparency

5.2 Strive for excellence in leadership and governance.

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## RISK IMPLICATIONS

### RISKS

Risk	Risk Likelihood (based on history & with existing controls)	Risk Impact / Consequence	Risk Rating (Prior to Treatment or Control)	Principal Risk Theme	Risk Action Plan (Controls or Treatment proposed)
That Council does not accept the list of payments	Rare (1)	Moderate (3)	Low (1-4)	COMPLIANCE Minor regulatory or statutory impact	Accept Officer Recommendation



## RISK MATRIX

Consequence Likelihood		Insignificant	Minor	Moderate	Major	Extreme
		1	2	3	4	5
Almost Certain	5	Moderate (5)	High (10)	High (15)	Extreme (20)	Extreme (25)
Likely	4	Low (4)	Moderate (8)	High (12)	High (16)	Extreme (20)
Possible	3	Low (3)	Moderate (6)	Moderate (9)	High (12)	High (15)
Unlikely	2	Low (2)	Low (4)	Moderate (6)	Moderate (8)	High (10)
Rare	1	Low (1)	Low (2)	Low (3)	Low (4)	Moderate (5)

A risk is often specified in terms of an event or circumstance and the consequences that may flow from it. An effect may be positive, negative or a deviation from the expected and may be related to the following objectives: occupational health and safety, financial, service interruption, compliance, reputation and environment. A risk matrix has been prepared and a risk rating is provided below. Any items with a risk rating over 16 will be added to the Risk Register, and any item with a risk rating over 16 will require a specific risk treatment plan to be developed.

## RISK RATING

Risk Rating	3
Does this item need to be added to the Town's Risk Register	No
Is a Risk Treatment Plan Required	No

## SITE INSPECTION

N/A

## COMMENT

Payments for the period include the following significant items.

Payee	Particulars	Amount (GST inc)
AE HOSKINS BUILDING SERVICES	FREMANTLE WOMENS SOCCER CLUB BUILDING UPGRADE - PROGRESS CLAIM NO. 6	\$ 280,555.35
LGISWA	INSURANCE POLICY RENEWAL 30/06/24 - 30/06/24 - 2ND INSTALMENTS	\$ 205,671.40
BELGRAVIA HEALTH AND LEISURE GROUP PTY LTD	CONTRACTUAL PAYMENT	\$ 201,433.10
RESOURCE RECOVERY GROUP (SMRC)	DEED OF SETTLEMENT AND RELEASE - PROVISION FOR EQUITY CONTRIBUTION	\$ 88,000.00
CITY OF FREMANTLE	CO-CONTRIBUTION FOR RESIDENT USE OF FREMANTLE RECYCLING CENTRE	\$ 58,841.20
VEOLIA RECYCLING & RECOVERY (PERTH) PTY LTD	WASTE & RECYCLING FEES – SEPTEMBER 24	\$ 44,020.43
AUSTRALIAN TAXATION OFFICE	GST PAYABLE SEPTEMBER 24	\$ 40,740.00
VEOLIA RECYCLING & RECOVERY	WASTE & RECYCLING FEES – SEPTEMBER 24	\$ 40,521.75

PROTEC ASPHALT	MOSS ST (WEST SIDE) BTWN CANNING & GEORGE - FOOTPATH UPGRADE - 50% COMPLETION	\$ 39,600.00
COASTLINE MOWERS	SUPPLY 1 X NEW KUBOTA F3690 OUT FRONT RIDE ON MOWER	\$ 36,762.45

## CONCLUSION

Nil

## 13.3 OFFICER RECOMMENDATION / COUNCIL RESOLUTION

**Council Resolution** Choose an item. Click or tap to enter a date.

### OFFICER RECOMMENDATION:

That Council in accordance with regulation 13(1) of the *Local Government (Financial Management) Regulations 1996*, receives the list of payments made under delegated authority for the month ended 31 October 2024.

October 2024		
Voucher No.	Account	Amount
Cheque 5406-5409	Municipal (Cheques)	\$1,565.18
EFT 38197—38358	Municipal (EFT)	\$1,403,535.41
Payroll	Municipal (EFT)	\$599,987.68
	Municipal (Direct Debit)	\$99,385.46
	Credit Card	\$3,845.11
	Total Payments	\$2,108,318.84

## REPORT ATTACHMENTS

Attachments start on the next page



**TOWN OF EAST FREMANTLE**

List of Accounts paid by the Chief Executive for October 2024 submitted for the information of the Council Meeting to be held on Tuesday 19 November 2024

Cheque	Payment Date	Supplier	Description	Inv Amount	Cheque
5406	09/10/2024	DEPARTMENT OF TRANSPORT	12 MONTHS REGISTRATION FOR FORD RANGER	423.70	423.70
5407	09/10/2024	TOWN OF EAST FREMANTLE	ADMIN PETTY CASH RECOUP 30/09/24	237.33	237.33
5408	09/10/2024	TOWN OF EAST FREMANTLE	REFUND OF MONEY INCORRECTLY BANKED BY CHSP STAFF	172.00	172.00
5409	23/10/2024	BR GARDINER	RATES REFUND	732.15	732.15
			<b>CHEQUE TOTAL</b>	<b>1,565.18</b>	<b>1,565.18</b>
EFTS		Supplier	Description	Inv Amount	EFT
EFT38197	04/10/2024	ADVANCED PATIOS	INFRASTRUCTURE BOND REFUND	1,500.00	1,500.00
EFT38198	04/10/2024	S PILLAY	INFRASTRUCTURE BOND REFUND	3,000.00	3,000.00
EFT38199	04/10/2024	RB MEWS	INFRASTRUCTURE BOND REFUND	5,000.00	5,000.00
EFT38200	04/10/2024	K& C SALTER	INFRASTRUCTURE BOND REFUND	5,000.00	5,000.00
EFT38201	04/10/2024	C HARMER	INFRASTRUCTURE BOND REFUND	2,000.00	2,000.00
EFT38202	04/10/2024	G GREENACRE	INFRASTRUCTURE BOND REFUND	2,000.00	2,000.00
EFT38203	04/10/2024	J BROWNE	INFRASTRUCTURE BOND REFUND	3,000.00	3,000.00
EFT38204	09/10/2024	AUSTRALIA POST	MONTHLY POSTAL CHARGES - SEPTEMBER 24	1,842.79	1,842.79
EFT38205	09/10/2024	AUSTRALIAN TAXATION OFFICE	GST PAYABLE SEPTEMBER 24	40,740.00	40,740.00
EFT38206	09/10/2024	APACE AID (INC)	NIERGARUP TRACK - WEED CONTROL SEPTEMBER 24	5,285.50	5,285.50
EFT38207	09/10/2024	CHILD SUPPORT AGENCY	PAYROLL DEDUCTIONS OCTOBER 24	367.63	367.63
EFT38208	09/10/2024	CONSTRUCTION TRAINING FUND	BCITF AUGUST 24	233.50	233.50
EFT38209	09/10/2024	BUNNINGS BLDG SUPPLIES LTD	DEPOT - RETIC PARKS VARIOUS	330.00	
			MATERIALS FOR VERGE MAINTENANCE	327.63	657.63
EFT38210	09/10/2024	BOC LIMITED	CONTAINER SERVICE - SEPTEMBER 2024	21.85	21.85
EFT38211	09/10/2024	CITY OF COCKBURN	NO SMOKING/VAPING STICKERS FOR PLAYGROUNDS	380.00	
			TIP FEES - SEPTEMBER 2024	2,666.00	3,046.00
EFT38212	09/10/2024	EAST FREMANTLE BOWLING CLUB	2024/2025 COMMUNITY ASSISTANCE GRANT	523.00	523.00
EFT38213	09/10/2024	FREMANTLE HERALD	ADVERTISING OF ANNUAL BUSH FIRE NOTICE - 5/10/24	440.00	
			ADVERTISING FOR THE ACROSS THE TOWN IN THE FREMANTLE HERALD - 19/10/24	605.00	1,045.00
EFT38214	09/10/2024	S LIMBERT	REIMBURSEMENT OF COST OF PASSENGER TRANSPORT DRIVER AUTHORISATION RENEWAL FEE	99.00	
			CHSP VOLUNTEER MEAL REIMBURSEMENT 07/10/24	19.00	118.00
EFT38215	09/10/2024	MCLEODS	PROFESSIONAL FEES - LEGAL ADVICE TERMINATION OF MOORING PEN LICENCE	496.32	
			PROFESSIONAL FEES -LEGAL ADVICE LICENCE AND FUNDING AGREEMENT	124.08	620.40
EFT38216	09/10/2024	WATER CORPORATION	WATER USE AND SERVICE CHARGES VARIOUS LOCATIONS	4,896.92	4,896.92
EFT38217	09/10/2024	WORK CLOBBER	OPERATIONS STAFF UNIFORM	337.50	337.50
EFT38218	09/10/2024	SYNERGY	POWER SUPPLY VARIOUS LOCATIONS	31,652.37	31,652.37
EFT38219	09/10/2024	IGISWA	INSURANCE POLICY RENEWAL 30/06/24 - 30/06/24 - 2ND INSTALMENTS	205,671.40	205,671.40
EFT38220	09/10/2024	FASTA COURIERS	COURIER COSTS 15/09/24 - 30/09/24	148.30	148.30
EFT38221	09/10/2024	STEANN PTY LTD	GREENWASTE REMOVAL FROM BUND - SEPT 2024 - 13 TONNE	3,503.50	3,503.50
EFT38222	09/10/2024	JONATHAN EPPS	STREET TREE - ARBORIST ASSESSMENT -KING STREET	495.00	
			ARBORIST TREE ASSESSMENT - GUM BY RIVER NEAR EFYC	495.00	990.00
EFT38223	09/10/2024	TOTAL PACKAGING (WA) PTY LTD	30 x CARTONS (160 BOXES) OF BIODEGRADABLE DOG WASTE BAGS	3,523.52	3,523.52
EFT38224	09/10/2024	LOCAL GOVERNMENT PROFESSIONALS AUSTRALIA WA	1 X STAFF REGISTRATION FOR COURSE -COMMUNITY DEVELOPMENT	600.00	
			1 X STAFF REGISTRATION FOR COURSE - INDUCTION TO LOCAL GOVERNMENT	545.00	1,145.00
EFT38225	09/10/2024	LIME FLOWERS	FLOWERS FOR LILIAN MARTIN'S BIRTHDAY FROM THE MAYOR	110.00	110.00
EFT38226	09/10/2024	STRATA GREEN	1 X BUNDLE OF HARD WOOD TREE STAKES, 70 X PAIRS OF WHITE KNIGHT NITRILE GLOVES + FREIGHT	1,128.27	1,128.27
EFT38227	09/10/2024	WOOLWORTHS GROUP LIMITED	WOOLWORTHS PURCHASES - ADMIN- 29/09/24	111.00	
			WOOLWORTHS PURCHASES - ADMIN - 30/09/24	39.45	
			WOOLWORTHS PURCHASES - ADMIN - 02/10/24	153.40	
			WOOLWORTHS PURCHASES - DEPOT - 03/10/24	17.70	
			WOOLWORTHS PURCHASES - ADMIN -04/10/24	134.40	
			WOOLWORTHS PURCHASES - DEPOT - 04/10/24	160.43	
			WOOLWORTHS PURCHASES - CHSP - 08/10/24	27.00	643.38
EFT38228	09/10/2024	EAST FREMANTLE LAWN TENNIS CLUB	CHSP NEIGHBOURHOOD LINK - HALL HIRE 4TH, 11TH, 18TH & 25TH SEPTMBER	800.00	800.00
EFT38229	09/10/2024	LANDSCAPE YARD O'CONNOR	SOIL FOR VERGE IMPROVEMENTS	123.00	
			TOP DRESS FOR PRESTON POINT RESERVE WORN AREAS	210.90	333.90
EFT38230	09/10/2024	FOCUS NETWORKS	2024/25 PROJECT WORK RATE FOR OUT OF SCOPE WORKS - SEPTEMBER 24	238.70	
			2024/25 RFT04 2021/22 MANAGED PROACTIVE SERVICE (IT SUPPORT SERVICES) - SEPTEMBER 24	9,010.10	
			2024/25 - RFT04 - 2021/22 SOFTWARE AS A SERVICE (SAAS) AND MANAGED HARDWARE - OCTOBER 24	10,979.29	20,228.09
EFT38231	09/10/2024	ENVIRO SWEEP	STREET SWEEPING - RFQ12-2020/21 - SEPTEMBER 2024 (INC FUEL SURCHARGE)	4,748.30	4,748.30
EFT38232	09/10/2024	LANDGATE	GROSS RENTAL VALUATION (GRV) SCHEDULES - INTERIM VALUATIONS DATED 31/08/24 - 13/09/24	74.80	74.80
EFT38233	09/10/2024	L FERRIS	REIMBURSEMENT OF COST OF CPR REFRESHER COURSE	49.00	49.00

EFT38234	09/10/2024	APARC AUSTRALIAN PARKING & REVENUE CONTROL PTY LTD	ONGOING MONTHLY CHARGES - HOST CMS INCLUDING LICENSE & COMMUNICATION COSTS, COMPREHENSIVE MAINTENANCE & PARTS PER MONTH - SEPTEMBER 24	182.91	182.91
EFT38235	09/10/2024	PLATINUM BAGS	PRINT AND DELIVERY OF 1,000 TOTE BAGS FOR THE GEORGE STREET FESTIVAL	2,750.00	2,750.00
EFT38236	09/10/2024	VEOLIA RECYCLING & RECOVERY	GENERAL WASTE PICKUP 46 EAST STREET 28/08 - 30/09	874.10	
			FOGO GREEN BINS - RESIDENTIAL & PRIORITY , GENERAL WASTE - RED BINS - RESIDENTIAL & PRIORITY , PARKS & RESERVES, STREET LITTER BINS, RECYCLING - YELLOW BINS - RESIDENTIAL & PRIORITY, STREET LITTER BINS , GENERAL WASTE - RED BINS - COMMERCIAL, RECYCLING - YELLOW BINS - COMMERCIAL, 48-50 ALEXANDRA ROAD & GENERAL WASTE - 48-50 ALEXANDRA ROAD - SEPTEMBER 24	39,647.65	40,521.75
EFT38237	09/10/2024	WINC	OFFICE STATIONERIES ORDERED ON 26/09/2024	118.70	
			OFFICE STATIONERIES ORDERED ON 16/09/2024	13.95	132.65
EFT38238	09/10/2024	H DICKSON	CHSP VOLUNTEER MEAL REIMBURSEMENT 27/09/24	20.00	
			CHSP VOLUNTEER MEAL REIMBURSEMENT 04/10/24	20.00	40.00
EFT38239	09/10/2024	ZIP HEATERS (AUST) PTY LTD	DEPOT - ZIP WATER DISPENSER SYSTEM SERVICE & REPAIR	442.75	442.75
EFT38240	09/10/2024	PTC IRRIGATION	RACEWAY PARK, TOWN HALL & MEMORIAL ROSE GARDEN - IRRIGATION REPAIRS 24-26/09/24	4,490.72	
			WAUHOP PARK - IRRIGATION REPAIRS	973.50	
			REPAIR MAINLINE BREAK AT WAUHOP PARK	605.00	6,069.22
EFT38241	09/10/2024	MOJO DIGITAL STUDIO - (MILES NOEL STUDIO)	UPDATE ARTWORK FOR THE HERITAGE TRAIL MAP	99.00	99.00
EFT38242	09/10/2024	THE FRUIT BOX GROUP	FRUITBOX DELIVERY - TOWN HALL AND DEPOT - 26/08/24 - 23/09/24	315.00	315.00
EFT38243	09/10/2024	FREMANTLE SWAN DRAGON BOAT CLUB	COMMUNITY GRANT 2024/2025	1,000.00	1,000.00
EFT38244	09/10/2024	KYOCERA DOCUMENT SOLUTIONS	PRINTING COSTS 2024/25 - FINANCE RF59800236, REG SERVICES RVG2901500, DEPOT RVQ3Y09206, DOVENBY HOUSE - RVQ4209896 - JULY 24	188.01	
			PRINTING COSTS 2024/25 - FINANCE RF59800236, REG SERVICES RVG2901500, DEPOT RVQ3Y09206 - SEPT 24	139.18	
			PRINTING COSTS 2024/25 - DOVENBY HOUSE - RVQ4209896 - SEPT 24	35.96	363.15
EFT38245	09/10/2024	PLANET OF THE SHAPES (FORMALLY PAPERSOUT)	GEORGE STREET FESTIVAL ADVERT FOR MENU MAGAZINE	231.00	231.00
EFT38246	09/10/2024	TPG NETWORK PTY LTD	INTERNET CHARGES - 01/09/24 - 30/09/24	1,920.60	1,920.60
EFT38247	09/10/2024	M LIMBERT	CHSP VOLUNTEER MEAL REIMBURSEMENT 07/10/24	19.00	19.00
EFT38248	09/10/2024	LEIGHTON PANEL & PAINT BICTON PTY LTD	EXCESS ON INSURANCE CLAIM MO0074977 - DAMAGE TO MOTOR VEHICLE	300.00	300.00
EFT38249	09/10/2024	J ENGLAND	CHSP VOLUNTEER MEAL REIMBURSEMENT 26/09/24	20.00	20.00
EFT38250	09/10/2024	T BERNARDO ABELHA	CHSP VOLUNTEER MEAL REIMBURSEMENT 07/10/24	19.00	19.00
EFT38251	09/10/2024	JOHN TIMOTHY MONAGHAN T/AS MONAGHAN SURVEYING	EAST FREMANTLE COMMUNITY PARK - LICENSED SURVEY OF BUILDINGS FOR LEASE	2,700.00	2,700.00
EFT38252	09/10/2024	JACKSON MCDONALD BARRISTERS & SOLICITORS	PROFESSIONAL FEES - LEGAL ADVICE - EAST FREMANTLE OVAL PRECINCT REDEVELOPMENT - 29/08/24 - 26/09/24	10,052.74	10,052.74
EFT38253	09/10/2024	ALL FENCE U RENT	CCB BARRIERS FOR DEPOT WALL	2,348.50	2,348.50
EFT38254	09/10/2024	NDY MANAGEMENT PTY LIMITED T/A NORMAN DISNEY & YOUNG	RFQ14-2021/22 EAST FREMANTLE OVAL REDEVELOPMENT - ELECTRICAL ENGINEERING - PHASE 7 - POST CONSTRUCTION (DLP) 29/07/24 -23/08/824	496.16	
			RFQ15-2021/22 EAST FREMANTLE OVAL REDEVELOPMENT - HYDRAULIC ENGINEERING - PHASE 7 - POST CONSTRUCTION (DLP) 29/07/24 -23/08/824	320.10	
			RFQ13-2021/22 EF OVAL REDEVELOPMENT- MECHANICAL ENGINEERING - PHASE 7 - POST CONSTRUCTION (DLP) 28/07/24 - 23/08/24	133.38	949.64
EFT38255	09/10/2024	P TSEN	CHSP VOLUNTEER MEAL REIMBURSEMENT 20/09/24	18.50	18.50
EFT38256	09/10/2024	J & V EARTHMOVING CONTRACTORS	DRAINAGE WORKS (3 LOCATIONS) - SKID STEER WHEELS, SKID STEER TRACKS, MIXED LOAD DISPOSAL (TRUCK), LABOUR 8 HOURS	3,078.00	3,078.00
EFT38257	09/10/2024	GO DOORS PTY LTD	DEPOT - WORKS SHED ROLLER DOORS - REPLACE 2 X CAPACITORS	506.00	506.00
EFT38258	09/10/2024	PHOENIX CONTAINERS PTY LTD	SOCCER CLUB - SEA CONTAINER HIRE - OCTOBER 2024	144.93	144.93
EFT38259	09/10/2024	DMG PROPERTY PTY LTD	PROJECT MANAGEMENT SERVICES - FREMANTLE WOMENS FOOTBALL CLUB BUILDING UPGRADE - AUGUST 24	4,400.00	4,400.00
EFT38260	09/10/2024	ALISON CONNELL	CHSP CLIENT ACTIVITY MOVEMENT WITH MUSIC CLASSES 24/25 - 11 & 25 SEPTEMBER	120.00	120.00
EFT38261	09/10/2024	S DOUGLAS	CHSP VOLUNTEER MEAL REIMBURSEMENT 26/09/24	20.00	
			CHSP VOLUNTEER MEAL REIMBURSEMENT 01/10/24	11.30	
			REIMBURSEMENT OF COST OF FIRST AID TRAINING & RENEWAL OF PASSENGER TRANSPORT DRIVER AUTHORISATION RENEWAL FEE	148.00	
			CHSP VOLUNTEER MEAL REIMBURSEMENT 08/10/24	11.30	190.60
EFT38262	09/10/2024	J MUIR	CHSP VOLUNTEER MEAL REIMBURSEMENT 03/10/24	12.00	12.00
EFT38263	09/10/2024	BING TECHNOLOGIES PTY LTD	ELECTRONIC MAIL 16/09/24 - 30/09/24	752.31	752.31
EFT38264	09/10/2024	EASI PACKAGING PTY LTD	PAYROLL DEDUCTIONS OCTOBER 24	3,076.05	3,076.05
EFT38265	09/10/2024	AE HOSKINS BUILDING SERVICES	FREMANTLE WOMENS SOCCER CLUB BUILDING UPGRADE - PROGRESS CLAIM NO. 6	280,555.35	280,555.35
EFT38266	09/10/2024	R & H PLUMBING AND GAS PTY LTD	SUMPTON GREEN - INVESTIGATE PLUMBING BLOCKAGE & REPAIR OR REPLACE AS REQUIRED	616.00	
			INSTALL REPLACEMENT DRINKING FOUNTAIN - LOCKE PARK, INSTALL REPLACEMENT DRINKING FOUNTAIN - ULRICH PARK	4,070.00	
			CAMP WALLER SCOUTS - REMOVE & REPLACE FAULTY HOT WATER SYSTEM	3,025.00	7,711.00

EFT38267	09/10/2024	MORIN AND SON TREE SERVICES	STREET TREE PRUNING - VARIOUS LOCATIONS - ORBORNE, CLAYTON & FORTESCUE STS & CANNING HWAY	4,416.50	4,416.50
EFT38268	09/10/2024	UNITED RENTALS AUSTRALIA T/A ROYAL WOLF AUSTRALIA	HIRE OF TEMPORARY OFFICE UNITS FOR WAUHOP PARK 01/09/24 - 24/09/24	1,469.42	1,469.42
EFT38269	09/10/2024	FULL FAT CONSULTING - NICOLA PARKER	CONTINUATION OF CONTRACT MANAGEMENT SERVICES - EAST FREMANTLE COMMUNITY PARK - 23/09/24 - 04/10/204	8,258.25	8,258.25
EFT38270	09/10/2024	VEOLIA RECYCLING & RECOVERY (PERTH) PTY LTD	GENERAL WASTE - SEPTEMBER 24	15,169.96	
			WASTE DISPOSAL (FOGO) - SEPTEMBER 24	24,056.74	
			WASTE DISPOSAL (FOGO) - SPETMBER 24	4,793.73	44,020.43
EFT38271	09/10/2024	SMARTKITS AUSTRALIA PTY LTD	WAYMAN RESERVE - SUPPLY REPLACEMENT 3M GAZEBO - 50% DEPOSIT, MERV COWAN - SUPPLY REPLACEMENT 7M GAZEBO - 50% DEPOSIT	10,535.50	10,535.50
EFT38272	09/10/2024	CLARITY COMMUNICATIONS	MEDIA MANAGEMENT SERVICES AS PER QUOTE Q003312	5,362.50	
			FACILITATION OF COUNCIL SESSION ON THE EAST FREMANTLE COMMUNITY PARK	3,998.50	
			COMMUNICATIONS ENGAGEMENT AS PER PROPOSAL DATED 9 SEPTEMBER 2024 - FOR SEPTEMBER 24,	2,420.00	11,781.00
EFT38273	09/10/2024	M HOUSHAM	REIMBURSEMENT OF COST OF PURCHASE OF BALLOONS FOR CHSP	7.50	7.50
EFT38274	09/10/2024	MATTHEW ARRON KAYE T/AS MATTHEW KAYE CARPENTRY	WAYMAN RESERVE - REMOVE & DISPOSE OF ROTUNDA	4,600.00	4,600.00
EFT38275	09/10/2024	CREATIVE IDENTITY PTY LTD	250 x FOOD CONTAINERS (WITH LOGO) - SENIORS CHRISTMAS LUNCH 2024 GIFT	3,869.80	3,869.80
EFT38276	09/10/2024	B EYRE	REFUND OF OVERPAYMENT OF PARKING FEES LEEUWIN LAUNCHING RAMP CAR PARK 25/09/24	98.00	98.00
EFT38277	09/10/2024	L MARTIN	REIMBURSEMENT OF OVERPAYMENT OF PARKING FEES LEEUWIN LAUNCHING RAMP CAR PARK 01/10/24	78.40	78.40
EFT38278	09/10/2024	AMPOL AUSTRALIA	FUEL USE 01/09/24 - 30/09/24	4,748.64	4,748.64
EFT38279	09/10/2024	C CHEN	REIMBURSEMENT OF COST OF PURCHASING ITEMS FOR CHSP CLIENT SERVICE 01/10/24	20.40	20.40
EFT38280	23/10/2024	APACE AID (INC)	WEED CONTROL NIERGARUP TRACK - 16/10/24	852.50	852.50
EFT38281	23/10/2024	CHILD SUPPORT AGENCY	PAYROLL DEDUCTIONS OCTOBER 24	367.63	367.63
EFT38282	23/10/2024	BUNNINGS BLDG SUPPLIES LTD	REPLACEMENT FITTINGS FOR WORKS TRUCK PUMP	299.64	299.64
EFT38283	23/10/2024	CITY OF FREMANTLE	CO-CONTRIBUTION FOR RESIDENT USE OF FREMANTLE RECYCLING CENTRE	58,841.20	58,841.20
EFT38284	23/10/2024	S LIMBERT	CHSP VOLUNTEER MEAL REIMBURSEMENT 14/10/24	4.40	
			REIMBURSEMENT OF COST OF FIRST AID TRAINING	99.00	103.40
EFT38285	23/10/2024	MCLEODS	LEGAL FEES - COMMUNITY LEASE	1,457.09	
			LEGAL FEES - LICENCE AND FUNDING AGREEMENT	310.20	
			LEGAL FEES - GOVERNANCE ISSUES	1,799.16	3,566.45
EFT38286	23/10/2024	MAYOR O'NEILL	SITTING FEES, ICT ALLOWANCE & MAYORAL ALLOWANCE - OCTOBER 24	5,909.42	5,909.42
EFT38287	23/10/2024	TELSTRA LIMITED	CEO MOBILE PHONE USE TO 01/10/24	139.98	
			DEPOT MOBILE BACKUP - 04/10/24 - 03/11/24	38.00	
			MONTHLY DATA FEES FOR OPERATIONS & RANGERS TABLETS AND PHONES, RETIC AND VMS TRAILER 24/25 - TO 03/10/24	1,110.00	
			PHONE USE SUMPTON GREEN TO 07/10/24	50.00	1,337.98
EFT38288	23/10/2024	WORK CLOBBER	OPS STAFF UNIFORM - PANTS & WORKBOOTS	488.20	488.20
EFT38289	23/10/2024	SYNERGY	POWER SUPPLY TOWN HALL - 17/09/24 - 14/10/24	1,059.47	1,059.47
EFT38290	23/10/2024	ZIPFORM PTY LTD	RATES PRINTING & DISTRIBUTION SERVICES 2024/2025 - 2ND INSTALMENTS 2024/25	2,023.89	2,023.89
EFT38291	23/10/2024	STEANN PTY LTD	GREENWASTE VERGE COLLECTION - 59.32T - OCTOBER 2024 - COLLECTION & TRANSPORT TO RICHGRO	26,950.00	26,950.00
EFT38292	23/10/2024	RESOURCE RECOVERY GROUP (SMRC)	DEED OF SETTLEMENT AND RELEASE - PROVISION FOR EQUITY CONTRIBUTION - TOEF AND RESOURCE RECOVERY GROUP	88,000.00	88,000.00
EFT38293	23/10/2024	DEPT OF MINES, INDUSTRY REGULATION & SAFETY	BSL COLLECTED SEPTEMBER24	2,121.11	2,121.11
EFT38294	23/10/2024	WESTERN AUSTRALIA LOCAL GOVERNMENT ASSOCIATION (WALGA)	1 X STAFF COURSE REGISTRATION - INTRODUCTION TO MANAGING BUSINESS RECORDS IN LOCAL GOVERNMENT	654.50	654.50
EFT38295	23/10/2024	CR. HARRINGTON	SITTING FEES & ICT ALLOWANCE - OCTOBER 24	1,767.58	1,767.58
EFT38296	23/10/2024	WOOLWORTHS GROUP LIMITED	WOOLWORTHS PURCHASES - CHSP - 09/10/24	12.00	
			WOOLWORTHS PURCHASES - CHSP - 09/10/24	48.00	
			WOOLWORTHS PURCHASES - DEPOT - 09/10/24	22.80	
			WOOLWORTHS PURCHASES - ADMIN - 09/10/24	32.85	
			WOOLWORTHS PURCHASES - CHSP - 15/10/24	53.60	
			WOOLWORTHS PURCHASES DEPOT- 16/10/24	6.00	
			WOOLWORTHS PURCHASES - ADMIN - 18/10/24	43.50	
			WOOLWORTHS PURCHASES - ADMIN - 21/10/24	43.70	
			WOOLWORTHS PURCHASES DEPOT- 21/10/24	20.00	282.45
EFT38297	23/10/2024	CITY OF SOUTH PERTH	IMPOUND FEES 2024/25 - SEPTEMBER 24	228.80	228.80
EFT38298	23/10/2024	CR COLLINSON	SITTING FEES & ICT ALLOWANCE - OCTOBER 24	1,767.58	1,767.58
EFT38299	23/10/2024	DAVID GRAY & CO. PTY LTD	BINS - REPLACEMENT LIDS - 20X 240L RED & 20X 140L YELLOW	448.47	448.47
EFT38300	23/10/2024	ASSA ABLOY ENTRANCE SYSTEMS AUSTRALIA PTY LTD	TOWN HALL - AUTOMATIC DOOR QUARTERLY MAINTENANCE- OCTOBER 24	174.00	
			TOWN HALL - AUTOMATIC DOORS - REPLACE 2X EXPIRED BATTERIES	543.54	717.54
EFT38301	23/10/2024	LANDSCAPE YARD O'CONNOR	4 CUBIC METERS OF LAWN MIX	421.80	
			MATERIALS FOR FOOTPATH REPAIRS	204.00	625.80
EFT38302	23/10/2024	CITY OF ARMADALE	PRINT 20 COPIES 2023-2024 BUDGET BOOKLET - SPECS AS PER QUOTE	486.41	486.41

EFT38303	23/10/2024	DEPARTMENT OF TRANSPORT	VEHICLE OWNERSHIP REGISTRATION REQUESTS -SEPT 24	323.05	323.05
EFT38304	23/10/2024	FOCUS NETWORKS	QU6437G - SERVER 2012R2 UPGRADES TO SERVER 2022 - 50% DEPOSIT REQUIRED ON COMMENCEMENT	4,944.50	
			QU7888G OAG COMPLIANCE ITEMS - 50% DEPOSIT REQUIRED PRIOR TO COMMENCEMENT	4,193.75	9,138.25
EFT38305	23/10/2024	TOWN OF EAST FREMANTLE	PAYMENT OF LICENCE FEE IN LIEU OF RATES PAYMENT A44960	4,750.43	4,750.43
EFT38306	23/10/2024	P STELLAMANS	REIMBURSEMENT OF COST OF OBTAINING POLICE CLEARANCE	90.00	
			REIMBURSEMENT OF COST OF FIRST AID TRAINING	119.00	
			REIMBURSEMENT OF COST OF PASSENGER TRANSPORT DRIVER APPLICATION FEE	98.00	
			REIMBURSEMENT OF COST OF PASSENGER TRANSPORT DRIVER AUTHORISATION RENEWAL	99.00	406.00
EFT38307	23/10/2024	E LIMBERT	REIMBURSEMENT OF COST OF FIRST AID TRAINING	99.00	99.00
EFT38308	23/10/2024	LANDGATE	GROSS RENTAL VALUATION (GRV) SCHEDULES - INTERIM VALUATIONS DATED 14/09/24 - 27/09/24	74.80	74.80
EFT38309	23/10/2024	CR MACPHAIL	SITTING FEES & ICT ALLOWANCE - OCTOBER 24	1,767.58	1,767.58
EFT38310	23/10/2024	CR WHITE	SITTING FEES & ICT ALLOWANCE - OCTOBER 24	1,767.58	1,767.58
EFT38311	23/10/2024	APARC AUSTRALIAN PARKING & REVENUE CONTROL PTY LTD	PAYABLE CREDIT CARD TRANSACTIONS VIA TILL PER MONTH - SEPTEMBER 24	283.34	283.34
EFT38312	23/10/2024	CR NATALE	SITTING FEES, ICT ALLOWANCE & DEPUTY MAYORAL ALLOWANCE - OCTOBER 24	2,600.66	2,600.66
EFT38313	23/10/2024	WINC	OFFICE STATIONERY ORDERED ON 16/09/2024	7.99	
			OFFICE STATIONERY & COPY PAPER - DEPOT -17/10/24	246.33	254.32
EFT38314	23/10/2024	AMBIUS (RENTOKIL INITIAL PTY LTD)	TOWN HALL PLANT HIRE - 27/11/24 - 26/12/24	342.20	342.20
EFT38315	23/10/2024	H DICKSON	CHSP VOLUNTEER MEAL REIMBURSEMENT 09/10/24	20.00	
			CHSP VOLUNTEER MEAL REIMBURSEMENT 11/10/24	8.30	
			CHSP VOLUNTEER MEAL REIMBURSEMENT 16/10/204	20.00	
			CHSP VOLUNTEER MEAL REIMBURSEMENT 18/10/24	20.00	68.30
EFT38316	23/10/2024	PTC IRRIGATION	REPAIR OF BROKEN IRRIGATION AT DEPOT	971.03	971.03
EFT38317	23/10/2024	GRACE RECORDS MANAGEMENT (AUSTRALIA)	STORAGE FEES 01/10/24 - 31/01/24 AND FILE RETRIEVAL - SEPTEMBER 24	304.17	
			DOCUMENT SCANNING, DATA STORAGE, USER LICENCES AND HOSTING - SEPTEMBER 24	460.25	764.42
EFT38318	23/10/2024	Z-CARD POCKET MEDIA SOLUTIONS	500 HERITAGE MAPS INCLUDING DELIVERY	1,760.00	1,760.00
EFT38319	23/10/2024	RICHGRO	GREEN WASTE BULK VERGE COLLECTION DISPOSAL FEES - OCTOBER 2024	2,871.00	2,871.00
EFT38320	23/10/2024	LEE SYMINTON ARCHITECT	CONSTRUCTION ADMINISTRATION ARCHITECT FEES - FCFC WAUHOP CHANGE ROOMS RFQ06-2021/22 - ATTEND SITE AND RESPOND TO RFI'S AND GENERAL QUERIES	9,952.80	9,952.80
EFT38321	23/10/2024	FRESH PROVISIONS BICTON	CHSP CLIENT & VOLUNTEER LUNCHES- 04/09/24	100.09	
			CHSP CLIENT & VOLUNTEER LUNCHES - 11/09/24	138.66	
			CHSP CLIENT & VOLUNTEER LUNCHES - 18/09/24	86.90	
			CHSP CLIENT & VOLUNTEER LUNCHES- 25/09/24	145.98	471.63
EFT38322	23/10/2024	CR DONOVAN	SITTING FEES & ICT ALLOWANCE - OCTOBER 24	1,767.58	1,767.58
EFT38323	23/10/2024	PROTEC ASPHALT	MOSS ST (WEST SIDE) BTWN CANNING & GEORGE - FOOTPATH UPGRADE - 50% COMPLETION	39,600.00	39,600.00
EFT38324	23/10/2024	DEPARTMENT OF THE PREMIER AND CABINET	ADVERTISING OF ANNUAL BUSH FIRES NOTICE IN GOVERNMENT GAZETTE	191.88	191.88
EFT38325	23/10/2024	M LIMBERT	CHSP VOLUNTEER MEAL REIMBURSEMENT 14/10/24	4.20	
			REIMBURSEMENT OF COST OF FIRST AID TRAINING	99.00	103.20
EFT38326	23/10/2024	J ENGLAND	CHSP VOLUNTEER MEAL REIMBURSEMENT 10/10/24	20.00	20.00
EFT38327	23/10/2024	K MCDONALD	CHSP VOLUNTEER MEAL REIMBURSEMENT 03/10/24	12.00	
			CHSP VOLUNTEER MEAL REIMBURSEMENT 10/10/24	19.00	
			CHSP VOLUNTEER MEAL REIMBURSEMENT 17/10/24	20.00	51.00
EFT38328	23/10/2024	CR WILSON	SITTING FEES & ICT ALLOWANCE - OCTOBER 24	1,767.58	1,767.58
EFT38329	23/10/2024	FREMANTLE OUTRIGGER CANOE CLUB	COMMUNITY ASSISTANCE GRANT 2024/2025	900.00	900.00
EFT38330	23/10/2024	CALL ASSOCIATES PTY LTD	AFTER HOURS CALL CENTRE SERVICES - SEPTEMBER 24	187.22	187.22
EFT38331	23/10/2024	CLASSIC HIRE	FCFC HIRE OF CHEMICAL TOILET -01/08/24 - 01/09/24	1,312.57	1,312.57
EFT38332	23/10/2024	P TSEN	CHSP VOLUNTEER MEAL REIMBURSEMENT 27/09/24	20.00	
			CHSP VOLUNTEER MEAL REIMBURSEMENT 04/10/24	20.00	40.00
EFT38333	23/10/2024	BRITESHINE CLEANING & MAINTENANCE SERVICES PTY LTD	CLEANING - AUGUST 2024 - TOWN HALL, DEPOT, DOVENBY, SUMPTON GREEN, GLASSON PARK CLEANING & CONSUMABLES	8,158.01	
			CLEANING - SEPTEMBER 2024 - TOWN HALL, DEPOT, DOVENBY ,SUMPTON GREEN, GLASSON PARK CLEANING & CONSUMABLES	7,738.93	15,896.94
EFT38334	23/10/2024	H JOHNSTONE	REIMBURSEMENT OF COST OF FIRST AID TRAINING	140.00	140.00
EFT38335	23/10/2024	PREMIUM BRAKE AND CLUTCH SERVICE	MITSUBISHI ROSA BUS SERVICE	956.56	956.56
EFT38336	23/10/2024	SAFE T CARD AUSTRALIA PTY LTD	SAFE T CARD DEVICES - MONITORING FEES 24/25 - OCTOBER QTR	323.40	323.40
EFT38337	23/10/2024	S DOUGLAS	CHSP VOLUNTEER MEAL REIMBURSEMENT 03/10/24	12.00	
			CHSP VOLUNTEER MEAL REIMBURSEMENT 10/10/24	19.00	
			CHSP VOLUNTEER MEAL REIMBURSEMENT 15/10/24	20.00	51.00
EFT38338	23/10/2024	J MUIR	CHSP VOLUNTEER MEAL REIMBURSEMENT 17/10/24	20.00	20.00
EFT38339	23/10/2024	FOOD BY ROS	CATERING - CITIZENSHIP CEREMONY 21/10/24	690.00	690.00
EFT38340	23/10/2024	BING TECHNOLOGIES PTY LTD	ELECTRONIC MAIL - 02/10/24 - 14/10/24	135.50	135.50
EFT38341	23/10/2024	EASI PACKAGING PTY LTD	PAYROLL DEDUCTIONS OCTOBER 24	3,076.05	3,076.05
EFT38342	23/10/2024	BELGRAVIA HEALTH AND LEISURE GROUP PTY LTD	CONTRACTUAL PAYMENT	201,433.10	201,433.10
EFT38343	23/10/2024	CR MAYWOOD	SITTING FEES & ICT ALLOWANCE - OCTOBER 24	1,767.58	1,767.58
EFT38344	23/10/2024	MICHAEL RICHARD WARD	BUILDING SURVEYOR SERVICES FOR 2024/25 FINANCIAL YEAR - 01/10/24 - 5.5HRS AND 08/10/24 - 4HRS	900.00	900.00



EFT38345	23/10/2024	COASTLINE MOWERS	SUPPLY 1 X NEW KUBOTA F3690 OUT FRONT RIDE ON MOWER	36,658.15	
			REGISTRATION OF NEW KUBOTA MOWER ON BEHALF OF THE TOWN	104.30	36,762.45
EFT38346	23/10/2024	MORIN AND SON TREE SERVICES	STREET TREE PRUNING - VARIOUS LOCATIONS - PRESTON POINT ROAD, SEWELL ST, WAUHOP 11/10/24	5,005.00	
			TREE REMOVALS, STUMP GRINDING & PRUNING - CNR ANDREWS & RIVERSIDE, STRATFORD ST PARK, WALTER & LOCKE PARK - 17/10/24	5,247.00	10,252.00
EFT38347	23/10/2024	H HUDSON	REIMBURSEMENT OF COST OF OBTAINING POLICE CLEARANCE	63.80	63.80
EFT38348	23/10/2024	ASCENTION PROPERTIES T/AS CIVIL PRODUCTS WA	PARKING SIGNAGE - NO STANDING VARIOUS	827.75	827.75
EFT38349	23/10/2024	CARABINER ARCHITECTS PTY LTD	RFT03-2021/22 ARCHITECTURAL SERVICES - EF OVAL PRECINCT REDEVELOPMENT PROJECT- JULY TO SEPTEMBER 24	7,293.00	7,293.00
EFT38350	23/10/2024	7 TO 1 PHOTOGRAPHY	PHOTOGRAPHY FOR ANNUAL REPORT AND TO USE IN PUBLICATIONS OF AROUND THE TOWN	660.00	660.00
EFT38351	23/10/2024	JIM'S CAR DETAILING FREMANTLE	MONTHLY DETAIL OF TOWN EV CAR - 08/10/24	130.00	130.00
EFT38352	23/10/2024	MMJ REAL ESTATE (WA) PTY LTD	MARKET VALUATION - RIVER RESERVE LEASE	3,300.00	3,300.00
EFT38353	23/10/2024	SOUND BUILDING MAINTENANCE	STREET TREE - BRICK WALL REPAIRS DUE TO ROOT DAMAGE - CLAYTON STREET	1,732.50	1,732.50
EFT38354	23/10/2024	E BUCKEY	RATES REFUND	3,633.32	3,633.32
EFT38355	23/10/2024	ICON CONVEYANCING	RATES REFUND	4,056.92	4,056.92
EFT38356	23/10/2024	N TURFREY	REIMBURSEMENT OF COST OF OBTAINING POLICE CLEARANCE	58.70	58.70
EFT38357	23/10/2024	TELUS HEALTH	SUBSCRIPTION TO EMPLOYEE ASSISTANCE PROGRAM 01/12/23 - 30/11/24	4,722.30	4,722.30
EFT38358	23/10/2024	L SCHILLING	REIMBURSEMENT OF BUILDING APPLICATION FEES PAID TWICE IN ERROR BY OWNER	214.06	214.06
			EFT TOTAL	1,403,535.41	1,403,535.41
	Direct Debit - October 2024	Supplier	Description	Inv Amount	EFT
		CBA	INTEREST ADJUSTMENT	0.92	0.92
		CBA	REJECT RETURN FEE	2.50	2.50
		CBA	MERCHANT FEE	1,398.95	1,398.95
		CBA	MERCHANT FEE	173.19	173.19
		AMEX	AMEX FEE	156.40	156.40
		TILL	TILL SIMPLEPAY FEE	506.78	506.78
		SUPERCHOICE	EMPLOYEE SUPERANNUATION -OCTOBER 24	93,326.33	93,326.33
		SUPERCHOICE	CONTRACTOR SUPERANNUATION	1,936.50	1,936.50
		CBA	ACCOUNT SERVICE TRANSACTION FEES	5.50	5.50
		CBA	BPOINT TRANSACTION FEES	50.82	50.82
		CBA	BPAY TRANSACTION FEES	307.46	307.46
		SHERRIFS OFFICER PERTH	FER REGISTRATION FEES	1,376.00	1,376.00
		CBA	COMMBIZ TRANSACTION FEES	39.11	39.11
		EXETEL	INTERNET ACCESS	105.00	105.00
				99,385.46	99,385.46
	Credit Cards - October 2024	Supplier	Description	Inv Amount	EFT
		CREDIT CARD - NICK KING	TOTAL TOOLS O'CONNOR - BATTERY JUMPSTARTER & SHOVEL	703.30	703.30
			PIPECO WA - WORKS TRUCK PUMP REPLACEMENT	256.51	256.51
			REMASTONE- BUS SHELTER PAVEMENT REPAIRS	45.60	45.60
			BLOOMEROO - BEREAVEMENT GIFT - STAFF MEMBER	109.95	109.95
			WALGA EVENTS - 2 STAFF REGISTRATION WALGA URBAN FORREST CONFERNECE	380.00	380.00
		CREDIT CARD - PETER KOCIAN	BROWNES DAIRY - MILK	29.75	29.75
			JB HI-FI ONLINE - PURCHASE OF A FRIDGE	1,068.00	1,068.00
			BROWNES DAIRY - MILK	29.75	29.75
			JB HI-FI MYAREE- EQUIPMENT	200.00	200.00
			DOLCE AND SALATO - CATERING	110.00	110.00
			FRESH PROVISIONS- CATERING	25.99	25.99
			FRESH PROVISIONS - CATERING	90.00	90.00
			MAILCHIMP - SUBSCRIPTION	86.51	86.51
			BROWNES DAIRY - MILK	29.75	29.75
			FRESH PROVISIONS - CATERING	15.99	15.99
			BROWNES DAIRY - MILK	29.75	29.75
		CREDIT CARD - ANDREW MALONE	NESPRESSO NORTH SYDNEY - COFFEE PODS	208.20	208.20
			OFFICEWORKS FREMANTLE - COPIES OF PLANS	5.70	5.70
			OFFICEWORKS FREMANTLE - COPIES OF PLANS	7.50	7.50
		CREDIT CARD - JANINE MAY	LEEMING IGA - CATERING	45.00	45.00
		CREDIT CARD - REGINA TETI	WOOLWORTHS PALMYRA - CATERING	42.35	42.35
			WOOLWORTHS PALMYRA - GLOVES	8.00	8.00
			KMART KARDINYA - CARDS FOR CLIENTS	30.00	30.00
			OFFICEWORKS FREMANTLE - STATIONERY ITEMS	27.38	27.38
			WOOLWORTHS PALMYRA - CATERING	99.50	99.50
			WOOLWORTHS PALMYRA - CATERING	72.00	72.00

			OFFICEWORKS FREMANTLE - STATIONERY ITEMS	88.63	88.63
			CREDIT CARD TOTAL	3,845.11	3,845.11
			Description	GROSS PAY	EFT
			PAYROLL FORTNIGHT ENDING 01/10/24	173,454.59	173,454.59
			PAYROLL FORTNIGHT ENDING 15/10/24	183,134.54	183,134.54
			PAYROLL FORTNIGHT ENDING 29/10/24	243,398.55	243,398.55
			PAYROLL TOTALS	599,987.68	599,987.68
			AMPOL FUEL CARDS-SEPTEMBER 24	4,748.64	4,748.64
			GRAND TOTAL	2,108,318.84	2,108,318.84



Tax Invoice

Need help?

Self Service:  
<https://cards.ampol.com.au>  
Email:  
[ampolcard@ampol.com.au](mailto:ampolcard@ampol.com.au)  
Call:  
1300 365 096  
Ampol Customer Service:  
8:30am - 6:00pm EST, Mon to Fri

000087 000  
TOWN OF EAST FREMANTLE  
PO BOX1097  
FREMANTLE WA 6959

Invoice date: 30/09/2024

Your account details	Due date	Total due inc GST
Invoice ref no: 0000545396 Account no:	21/10/2024	\$4,748.64

Your AmpolCard invoice summary01/09/2024 – 30/09/2024

Description	Product	Quantity	Amount \$ excl GST	GST amount	Total inc GST \$
FLEET	Unleaded	827.42	1,238.35	123.84	1,362.19
	Premium 95 A	193.19	308.63	30.85	339.48
	Premium 98 A	258.35	438.89	43.89	482.78
	Oils/Lubricants		55.00	5.50	60.50
	Premium Diesel A	1,440.11	2,276.08	227.61	2,503.69
	Total for Fleet		4,316.95	431.69	4,748.64
	Total		4,316.95	431.69	4,748.64

Payment options



Billor Code:  
Ref:

EFT Direct Payment

Credit Card  
Visit [pay.ampol.com.au](https://pay.ampol.com.au) or  
Phone: 1300 138 469. Surcharges apply.



Breakdown of account summary

Details of fleet transactions processed from 01/09/2024 - 30/09/2024

Invoice date: 30/09/2024

Account no: [REDACTED]

Invoice ref no: 0000545396

Transaction Effective Date	Transaction Number	Customer Total	Customer Total GST
//		0.00	0.00
Total		0.00	0.00

Breakdown of fleet summary

Details of fleet transactions processed from 01/09/2024 - 30/09/2024      Invoice ref nos      Account nos 0200402776      Invoice dates 30/09/2024

Card details Location	Date	Time	Trans no	Card reading	Product	Quantity	Unit \$ Inc GST	Amount \$ Inc GST	Tm fee Inc GST	Total \$ Inc GST	GST on supply	GST on trn fee
1207 Rego 10LWEE3 Crd Holder ADMINISTRATION												
Ampol Foodary Melville	02/09	08:58	E60716	88303	Premium 95 A	52.69	178.40	99.64	0.00	99.64	8.81	0.00
Ampol Foodary Melville	13/09	08:59	E61793	88914	Premium 95 A	47.16	165.00	87.25	0.00	87.25	7.93	0.00
Ampol Foodary Applecross	26/09	19:06	E946	88596	Premium 95 A	49.14	166.40	80.79	0.00	80.79	7.36	0.00
Card total						148.99		265.68	0.00	265.68	23.78	0.00
Domestic 3431												
4884 Rego X Crd Holder WORKS												
Ampol Foodary Fremantle East	03/09	10:36	E27462	0	Unleaded	106.68	182.40	162.83	0.00	162.83	14.78	0.00
Card total						106.68		162.83	0.00	162.83	14.78	0.00
Domestic 4063												
3506 Rego 18TJ953 Crd Holder HACC												
Ampol Foodary Fremantle East	05/09	10:39	E27588	99493	Unleaded	66.69	175.65	181.61	0.00	181.61	16.33	0.00
Ampol Foodary Fremantle East	17/09	09:57	E27901	99924	Unleaded	57.70	168.40	85.68	0.00	85.68	7.78	0.00
Card total						124.39		267.29	0.00	267.29	24.11	0.00
Domestic 4085												
10493 Rego 18BT981 Crd Holder HACC												
Ampol Foodary Fremantle East	04/09	12:28	E27915	10594	Unleaded	37.40	176.06	65.85	0.00	65.85	5.99	0.00
Ampol Foodary Fremantle East	18/09	10:20	E27903	10548	Unleaded	48.80	170.06	72.79	0.00	72.79	6.63	0.00
Ampol Foodary Fremantle East	19/09	07:41	E27987	10578	Unleaded	20.84	169.82	35.89	0.00	35.89	3.22	0.00
Ampol Foodary Fremantle East	23/09	16:18	E24	108994	Unleaded	27.70	173.14	47.96	0.00	47.96	4.36	0.00
Card total						134.74		221.66	0.00	221.66	20.19	0.00
Domestic 4088												
10467 Rego 10CQ228 Crd Holder HACC												
Ampol Foodary Fremantle East	05/09	16:41	E27550	18702	Unleaded	95.71	175.65	63.72	0.00	63.72	5.70	0.00
Ampol Foodary Fremantle East	13/09	09:15	E27774	18746	Unleaded	87.85	170.44	68.66	0.00	68.66	5.79	0.00
Ampol Foodary Fremantle East	20/09	09:42	E28028	187702	Unleaded	88.69	170.48	87.08	0.00	87.08	8.19	0.00

Card details Location	Date	Time	Trans no	Card reading	Product	Quantity	Unit \$ Inc GST	Amount \$ Inc GST	Tm fee Inc GST	Total \$ Inc GST	GST on supply	GST on trn fee
Ampol Foodary Melville	27/09	12:21	E369	189046	Unleaded	39.58	173.48	66.82	0.00	66.82	6.07	0.00
Card total						143.08		240.38	0.00	240.38	21.73	0.00
Domestic 4089												
0428 Rego 10CQ227 Crd Holder HACC												
Ampol Foodary Fremantle East	02/09	14:38	E27426	96697	Premium 98 A	23.44	186.40	43.69	0.00	43.69	3.97	0.00
Ampol Foodary Fremantle East	04/09	08:31	E27505	96828	Premium 95 A	17.25	190.68	38.89	0.00	38.89	2.99	0.00
Ampol Foodary Fremantle East	09/09	08:19	E27845	97020	Premium 98 A	30.44	182.40	55.52	0.00	55.52	5.05	0.00
Ampol Foodary Fremantle East	10/09	15:48	E27780	97251	Premium 95 A	27.15	165.60	44.91	0.00	44.91	4.08	0.00
Ampol Foodary Fremantle East	11/09	16:32	E27791	97366	Premium 98 A	18.28	194.42	36.44	0.00	36.44	3.22	0.00
Ampol Foodary Fremantle East	13/09	18:30	E27824	97684	Premium 98 A	48.88	192.87	88.49	0.00	88.49	8.04	0.00
Ampol Foodary Fremantle East	17/09	16:01	E27835	97991	Premium 98 A	41.48	171.40	71.10	0.00	71.10	6.48	0.00
Ampol Foodary Fremantle East	18/09	16:07	E27979	98136	Premium 98 A	21.01	192.61	40.63	0.00	40.63	3.68	0.00
Ampol Foodary Fremantle East	20/09	15:02	E18641	98385	Premium 98 A	92.96	199.25	88.66	0.00	88.66	5.79	0.00
Ampol Foodary Fremantle East	24/09	15:44	E28144	98489	Premium 98 A	16.96	171.50	25.62	0.00	25.62	2.33	0.00
Ampol Foodary Fremantle East	26/09	16:54	E28	98599	Premium 98 A	29.99	196.15	58.88	0.00	58.88	5.35	0.00
Card total						302.78		860.88	0.00	860.88	80.94	0.00
Domestic 4091												
4959 Rego 10DM315 Crd Holder												
Ampol Foodary Fremantle East	12/09	12:56	E27786	99959	Premium Diesel A	75.26	173.99	180.45	0.00	180.45	11.86	0.00
Card total						75.26		180.45	0.00	180.45	11.86	0.00
Domestic 4095												
1447 Rego 10PLJ278 Crd Holder WORKS												
Ampol Foodary Fremantle East	11/09	07:47	E27780	80074	Premium Diesel A	60.37	174.24	108.19	0.00	108.19	9.54	0.00
Card total						60.37		108.19	0.00	108.19	9.54	0.00
Domestic 4099												
7007 Rego 10JJE260 Crd Holder WORKS												
Ampol Foodary Fremantle East	10/09	07:10	E27682	730	Premium Diesel A	6.84	176.87	17.21	0.00	17.21	1.56	0.00
Card total						6.84		17.21	0.00	17.21	1.56	0.00



Card details Location	Date	Time	Trans no	Old reading	Product	Quantity	Unit \$ Inc GST	Amount \$ Inc GST	Tm fee Inc GST	Total \$ Inc GST	GST on supply	GST on tra fee
<b>Domestic 5000</b>												
<b>7022 Rego 1G/YH2 Cnd Holder WORKS</b>												
Ampol Foodary Fremantle East	02/09	07:16	E27403	456	Premium Diesel A	22.52	178.69	40.24	0.00	40.24	3.66	0.00
Card total						22.52		40.24	0.00	40.24	3.66	0.00
<b>Domestic 5002</b>												
<b>7016 Rego 1G/KH815 Cnd Holder WORKS</b>												
Ampol Foodary Fremantle East	02/09	08:10	E27404	43668	Premium Diesel A	82.12	178.69	146.74	0.00	146.74	13.84	0.00
Ampol Foodary Fremantle East	12/09	16:39	E27779	44992	Premium Diesel A	119.37	173.33	206.90	0.00	206.90	19.81	0.00
Ampol Foodary Fremantle East	24/09	13:57	E28138	64663	Premium Diesel A	100.93	171.27	172.86	0.00	172.86	16.71	0.00
Card total						302.42		526.50	0.00	526.50	49.36	0.00
<b>Domestic 5007</b>												
<b>4047 Rego 1G/PJ543 Cnd Holder WORKS</b>												
Ampol Foodary Fremantle East	09/09	16:15	E27862	384	Premium Diesel A	19.61	176.00	34.51	0.00	34.51	3.14	0.00
Card total						19.61		34.51	0.00	34.51	3.14	0.00
<b>Domestic 5020</b>												
<b>3006 Rego 1H/MC350 Cnd Holder WORKS</b>												
Ampol Foodary Fremantle East	10/09	16:49	E27700	33029	Premium Diesel A	97.39	174.87	170.90	0.00	170.90	15.48	0.00
Card total						97.39		170.90	0.00	170.90	15.48	0.00
<b>Domestic 5021</b>												
<b>5189 Rego 1H/LR036 Cnd Holder WORKS</b>												
Ampol Foodary Fremantle East	09/09	07:33	E27639	18101	Premium Diesel A	85.23	176.00	97.21	0.00	97.21	8.94	0.00
Card total						85.23		97.21	0.00	97.21	8.94	0.00
<b>Domestic P5015</b>												
<b>7072 Rego 1G/YH393 Cnd Holder</b>												
Ampol Foodary Fremantle East	09/09	07:08	E27896	1277	Premium Diesel A	24.80	176.00	43.65	0.00	43.65	3.97	0.00
Ampol Foodary Fremantle East	18/09	10:21	E27804	1285	Premium Diesel A	80.91	172.59	52.64	0.00	52.64	4.79	0.00
Ampol Foodary Fremantle East	18/09	07:07	E27964	1290	Premium Diesel A	17.84	171.24	30.55	0.00	30.55	2.78	0.00
Ampol Foodary Fremantle East	24/09	07:00	E28165	1297	Premium Diesel A	23.85	171.34	40.91	0.00	40.91	3.72	0.00
Card total						97.00		167.77	0.00	167.77	15.26	0.00

Page: 5 of 7

Card details Location	Date	Time	Trans no	Old reading	Product	Quantity	Unit \$ Inc GST	Amount \$ Inc GST	Tm fee Inc GST	Total \$ Inc GST	GST on supply	GST on tra fee
<b>Domestic P5016</b>												
<b>7106 Rego 1G/YH393 Cnd Holder</b>												
Ampol Foodary Fremantle East	17/09	16:57	E27928	811	Premium Diesel A	43.68	171.82	74.97	0.00	74.97	6.82	0.00
Card total						43.68		74.97	0.00	74.97	6.82	0.00
<b>Domestic P5018</b>												
<b>7406 Rego 1H/EZ552 Cnd Holder</b>												
Ampol Foodary Fremantle East	03/09	15:04	E27426	75558	Premium Diesel A	30.08	178.69	25.88	0.00	25.88	2.26	0.00
Ampol Foodary Fremantle East	05/09	08:18	E27528	7578	Premium Diesel A	81.60	176.99	55.98	0.00	55.98	5.08	0.00
Ampol Foodary Fremantle East	05/09	08:18	E27528	7678	Oil/Lubricants			60.50	0.00	60.50	5.60	0.00
Ampol Foodary Fremantle East	09/09	08:18	E27844	78999	Premium Diesel A	45.79	176.00	80.89	0.00	80.89	7.33	0.00
Ampol Foodary Fremantle East	11/09	16:52	E27782	78179	Premium Diesel A	34.21	174.34	59.61	0.00	59.61	5.42	0.00
Ampol Foodary Fremantle East	13/09	08:22	E27794	78316	Premium Diesel A	91.29	172.59	56.00	0.00	56.00	4.91	0.00
Ampol Foodary Fremantle East	17/09	08:18	E27903	78674	Premium Diesel A	47.56	171.82	81.72	0.00	81.72	7.43	0.00
Ampol Foodary Fremantle East	19/09	08:23	E27991	78877	Premium Diesel A	46.51	170.88	79.65	0.00	79.65	7.23	0.00
Ampol Foodary Fremantle East	26/09	08:01	589	78874	Premium Diesel A	48.37	171.88	84.86	0.00	84.86	7.71	0.00
Card total						304.41		392.84	0.00	392.84	33.86	0.00
<b>Domestic P5022</b>												
<b>5194 Rego 1H/SK094 Cnd Holder</b>												
Ampol Foodary Midvale	04/09	18:01	E866	55767	Unleaded	49.76	168.40	88.80	0.00	88.80	7.62	0.00
Ampol Foodary Midvale	13/09	17:38	E880	56388	Unleaded	45.15	162.40	73.32	0.00	73.32	6.67	0.00
Ampol Foodary Midvale	18/09	17:26	E1287	56965	Unleaded	40.78	170.16	69.89	0.00	69.89	6.31	0.00
Ampol Foodary Midvale	23/09	17:40	E2184	57462	Unleaded	84.82	173.70	89.96	0.00	89.96	8.48	0.00
Card total						170.21		281.47	0.00	281.47	24.08	0.00
<b>Domestic P5025</b>												
<b>5727 Rego 1I/EM003 Cnd Holder OPERATIONS</b>												
Ampol Foodary Fremantle East	12/09	08:25	E27771	8346	Premium Diesel A	72.65	173.88	125.92	0.00	125.92	11.45	0.00
Ampol Foodary Fremantle East	26/09	08:11	540	8912	Premium Diesel A	59.55	171.88	102.85	0.00	102.85	9.30	0.00
Card total						132.20		228.77	0.00	228.77	20.75	0.00

Page: 6 of 7

Card details Location	Date	Time	Trans no	Old reading	Product	Quantity	Unit \$ inc GST	Amount \$ inc GST	Tm fee inc GST	Total \$ inc GST	GST on supply	GST on tax free
<b>Domestic F8036</b>												
<b>7100 Range 1108664 Card Holder CHSP</b>												
Ampol Foodary Fremantle East	02/09	08:14	E27407	4777	Unleaded	17.64	163.50	29.20	0.00	29.20	2.45	0.00
Ampol Foodary Murdoch	10/09	13:43	E20192	5755	Unleaded	26.42	152.40	37.22	0.00	37.22	3.38	0.00
Ampol Foodary Fremantle East	27/09	14:54	E102	5766	Unleaded	26.35	179.25	45.65	0.00	45.65	4.15	0.00
Card total						69.98		112.07	0.00	112.07	10.98	0.00
<b>Domestic F8037</b>												
<b>7116 Range 108964 Card Holder CHSP</b>												
Ampol Foodary Fremantle East	03/09	15:06	E27490	5698	Unleaded	25.11	152.40	38.27	0.00	38.27	3.48	0.00
Ampol Foodary Fremantle East	10/09	15:14	E27722	5762	Unleaded	21.35	150.40	32.11	0.00	32.11	2.92	0.00
Ampol Foodary Fremantle East	16/09	11:10	E27969	6227	Unleaded	19.00	158.40	29.15	0.00	29.15	2.65	0.00
Ampol Foodary Fremantle East	24/09	08:55	E28120	6500	Unleaded	30.27	148.40	30.08	0.00	30.08	2.73	0.00
Card total						84.73		129.41	0.00	129.41	11.78	0.00
<b>Domestic F8038</b>												
<b>8902 Range 1100764 Card Holder BANGOR</b>												
Ampol Foodary Fremantle East	31/08	15:25	E18381	2376	Premium Diesel A	30.49	176.89	54.52	0.00	54.52	4.95	0.00
Ampol Foodary Fremantle East	07/09	14:13	E18481	2349	Premium Diesel A	55.43	176.00	97.56	0.00	97.56	8.87	0.00
Ampol Foodary Fremantle East	14/09	15:47	E18565	2127	Premium Diesel A	7.91	172.17	13.62	0.00	13.62	1.24	0.00
Ampol Foodary Fremantle East	14/09	15:52	E18567	3135	Premium Diesel A	44.48	172.17	76.58	0.00	76.58	6.95	0.00
Ampol Foodary Fremantle East	21/09	14:19	E28079	3834	Premium Diesel A	81.88	171.28	88.32	0.00	88.32	8.03	0.00
Ampol Foodary Fremantle East	27/09	14:47	E101	3750	Premium Diesel A	29.34	170.90	49.43	0.00	49.43	4.48	0.00
Card total						239.29		379.09	0.00	379.09	34.44	0.00

## 13.4 CORPORATE BUSINESS PLAN REPORTING 2024-25

<b>Report Reference Number</b>	OCR-3086
<b>Prepared by</b>	Peter Kocian, Executive Manager Corporate Services
<b>Supervised by</b>	Jonathan Throssell, Chief Executive Officer
<b>Meeting date</b>	Tuesday, 19 November 2024
<b>Voting requirements</b>	Absolute Majority
<b>Documents tabled</b>	Nil
<b>Attachments</b>	

1. Corporate Business Plan Quarterly Report and Implementation Schedule

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**PURPOSE**

Council is requested to receive a status update against the adopted Corporate Business Plan (2024-2028) and consider modifying the plan based on the prioritisation of activities, recognising that activities relating to East Fremantle Community Park is of the highest importance.

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**EXECUTIVE SUMMARY**

Council, at its meeting of 18 June 2024, adopted the Town's Corporate Business Plan for the period 2024-2028. The Corporate Business Plan details 36 key service areas with required actions or changes in the level of service in most areas.

Given the prioritisation of the East Fremantle Oval Redevelopment Project and supporting operating activities, and the departure of key Town staff, it is recommended that Council approve the rephrasing of projects and activities in the Corporate Business Plan as detailed in the attached status report.

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**BACKGROUND**

The Town's Corporate Business Plan 2024 – 2028, together with the Strategic Community Plan 2020 – 2030, is East Fremantle's Plan for the Future.

The adopted Corporate Business Plan sets out consistently the following key priorities for dealing with the objectives and aspirations of the community:

- Town Centre Revitalisation
- East Fremantle Community Park
- Protecting the character of our built environment, including heritage
- Climate Action/Natural Environment
- Communication
- Modern Business Systems

Regulation 19DA (3)(b) of the *Local Government (Administration) Regulations 1996* expressly states that the Corporate Business Plan is to govern a local government's internal business planning by expressing a local government's priorities by reference to operations that are within the capacity of the local government's resources.

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**CONSULTATION**

Council Concept Forum 5 November 2024



Chief Executive Officer  
Executive Leadership Team

## STATUTORY ENVIRONMENT

Pursuant to Regulation 19DA of the *Local Government (Administration) Regulations 1996*, Council, by absolute majority can modify the Corporate Business Plan in line with a reassessment of strategic priorities.

## POLICY IMPLICATIONS

The Department of Local Government has developed an Integrated Planning and Reporting Advisory Standard.

## FINANCIAL IMPLICATIONS

To ensure the delivery of the Corporate Business Plan, appropriate financial and human resources are to be allocated in the Annual Budget.

Pursuant to section 2.7 (2) of the *Local Government Act 1995*, Council is responsible for overseeing the allocation of the Town's finances and resources, which has a direct bearing on the Town's ability to deliver against the Corporate Business Plan.

## STRATEGIC IMPLICATIONS

The following section applies from the Town's Strategic Community Plan 2020-2030:

### **Strategic Priority 5: Leadership and Governance**

5.1 Strengthen organisational accountability and transparency.

5.3 Strive for excellence in leadership and governance.

## RISK IMPLICATIONS

### RISKS

Risk	Risk Likelihood (based on history & with existing controls)	Risk Impact / Consequence	Risk Rating (Prior to Treatment or Control)	Principal Risk Theme	Risk Action Plan (Controls or Treatment proposed)
Insufficient resources are allocated against the Corporate Business Plan	Possible (3)	Major (4)	High (10-16)	SERVICE INTERRUPTION Prolonged interruption of services - additional resources; performance affected <1month	Treat through ensuring appropriate resourcing in the Annual Budget

### RISK MATRIX

Consequence Likelihood		Insignificant	Minor	Moderate	Major	Extreme
		1	2	3	4	5
Almost Certain	5	Moderate (5)	High (10)	High (15)	Extreme (20)	Extreme (25)
Likely	4	Low (4)	Moderate (8)	High (12)	High (16)	Extreme (20)
Possible	3	Low (3)	Moderate (6)	Moderate (9)	High (12)	High (15)
Unlikely	2	Low (2)	Low (4)	Moderate (6)	Moderate (8)	High (10)
Rare	1	Low (1)	Low (2)	Low (3)	Low (4)	Moderate (5)

A risk is often specified in terms of an event or circumstance and the consequences that may flow from it. An effect may be positive, negative or a deviation from the expected and may be related to the following objectives: occupational health and safety, financial, service interruption, compliance, reputation and environment. A risk matrix has been prepared and a risk rating is provided below. Any items with a risk rating over 16 will be added to the Risk Register, and any item with a risk rating over 16 will require a specific risk treatment plan to be developed.

#### RISK RATING

<b>Risk Rating</b>	12
<b>Does this item need to be added to the Town's Risk Register</b>	Yes
<b>Is a Risk Treatment Plan Required</b>	No

#### SITE INSPECTION

Not Applicable.

#### COMMENT

Following a risk workshop conducted with the Executive Leadership Team, an updated Risk Register was provided to the Audit Committee at its meeting of 28 August 2024. This Register detailed 13 key risks for the Town of East Fremantle, with the performance of East Fremantle Community Park identified as the most significant risk. This risk spans multiple measures of consequence including reputational, financial, service interruption, property and human resource management. There are multiple actions still to be taken to reduce this risk within Council's risk appetite. This risk has been exacerbated by the resignation of the Executive Manager Regulatory Services who has been a key member of the project team.

This project is not only prioritised by its relative importance but is consuming a significant level of internal resources. The Executive Leadership Team are all key members of the project team, and this has created an opportunity cost by reducing the capacity of the Executive Team to sponsor other projects and activities within the Corporate Business Plan. As such, Council approval is sought to re-phase the following key projects/activities (as detailed in the attached status report) and amend the Corporate Business Plan accordingly.

<b>Description of Project/Activity</b>	<b>Original Commencement/ Delivery Timeline – Adopted Corporate Business Plan 2024- 2028</b>	<b>Proposed Commencement/ Delivery Timeline – Modified Corporate Business Plan 2024-2028</b>
New Customer Management System	2025/26	2026/27
Local Law Review	2024-2028	2030
New Electronic Records Document Management System	2024/25	2026/27
Undertake Tree Health Audit and establish Tree Register (mapping of tree planting program will still proceed for 24/25)	2024/25	2025/26
Transform Silas Street Precinct and Leeuwin Carpark	2024-2027	2025-2028
Local Planning Scheme Review	2024-2026	2025-2027
Full Policy Review	2024/25	2025/26
Prepare next level RAP with RAP Working Group	2024/25	2025/26
Overlay Foreshore Management Plan, CHRMAP and Climate Action Plan	2024/25	2025/26
Stormwater Drainage Audit	2024/25	2025/26
Playground Audit and development of 10-year Replacement Plan	2024/25	2025/26



Prepare concept plans for old Croquet/Bowls area at EFCP	2024/25	2025/26
Audit communications channels and review the Communication and Engagement Strategy	2024/25	2025/26
Engage Community Reference Groups in priority setting	2024/25	2025/26

## CONCLUSION

Should Council resolve to approve the re-phasing of projects and modify the Corporate Business Plan, required funding will need to be included in future budgets to enable delivery.

## 13.4 OFFICER RECOMMENDATION / COUNCIL RESOLUTION

**Council Resolution** Choose an item. Click or tap to enter a date.





That Council, by absolute majority, pursuant to regulation 19DA of the *Local Government (Administration) Regulations 1996* receive the attached status report and resolve to modify the Corporate Business Plan 2024-2028 accordingly, with the following key projects/activities rephased:

Description of Project/Activity	Original Commencement/ Delivery Timeline – Adopted Corporate Business Plan 2024-2028	Proposed Commencement/ Delivery Timeline – Modified Corporate Business Plan 2024-2028
New Customer Management System	2025/26	2026/27
Local Law Review	2024-2028	2030
New Electronic Records Document Management System	2024/25	2026/27
Undertake Tree Health Audit and establish Tree Register (mapping of tree planting program will still proceed for 24/25)	2024/25	2025/26
Transform Silas Street Precinct and Leeuwin Carpark	2024-2027	2025-2028
Local Planning Scheme Review	2024-2026	2025-2027
Full Policy Review	2024/25	2025/26
Prepare next level RAP with RAP Working Group	2024/25	2025/26
Overlay Foreshore Management Plan, CHRMAP and Climate Action Plan	2024/25	2025/26
Stormwater Drainage Audit	2024/25	2025/26
Playground Audit and development of 10-year Replacement Plan	2024/25	2025/26
Prepare concept plans for old Croquet/Bowls area at EFCP	2024/25	2025/26
Audit communications channels and review the Communication and Engagement Strategy	2024/25	2025/26
Engage Community Reference Groups in priority setting	2024/25	2025/26




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## REPORT ATTACHMENTS

Attachments start on the next page

Priority	Where are we now?	Where do we want to be in four years?	Success Measures		Significant Actions/Changes to Service Levels	Responsible Directorate	Status Update - Completed (green), Underway (orange), Needs Rephasing (blue), Not Yet Commenced (red)	Status Update Comments	24/25 Budget Impact
 Climate Action/Natural Environment	▪ Substantial progress in implementing Town of East Fremantle operational actions to reduce emissions	▪ Complete streetlight LED lighting conversion	▪ Baseline/success measure of street trees (stock and health) to be established in tree register and audit of tree health		▪ Update Style Guide (incl. suitable trees).	Regulatory Services/Technical Services	Underway	Style guide and verge guidelines complete with Operations. This requires a Council report to be prepared and presented to Council.	Internal project
	▪ Streetlight LED lighting conversion in progress	▪ Trees better suited and managed with regard to climate, shothole borer resistance, and cockatoo corridors; planting capacity identified			▪ Improved street tree selection and management, to commence when tree register, and tree health audit (with recommendations on planting and tree management) are completed.	Regulatory Services/Technical Services	Needs Rephasing	Specification for tree register and audit to be presented to Council for endorsement prior to commencement of project. PSWMA reviewing work through ArborCarbon for 2025 which will assist in tree health, register and audit work. Rephase until 25/26.	\$50,000 allocated against E10215 for this project. PSWMA reviewing work through ArborCarbon. Will assist with project costs.
	▪ Opportunity to increase action on greening	▪ Feasible actions to reduce pollutants entering the river identified and undertaken			▪ Tree Management Policy.	Regulatory Services/Technical Services	Underway	Style guide and verge guidelines, tree register, and tree health audit all required to be completed prior to revised policy. Current policy is considered acceptable until holistic review complete.	Internal project
	▪ Concern around pollutants entering the river	▪ Environmentally and climate sensitive foreshore development and management			▪ Map of Planting Program.	Regulatory Services/Technical Services	Underway	Infill program of trees undertaken every year. Replacement program of previous years to be undertaken. Planting plan for EFCP required for WALGA tree and shrub program required for planting May-Sept 2025. Rephase to 25/26	Planting for 24 year complete. Planting for 25 year to commence in May. PSWMA reviewing work through ArborCarbon for 2025 which will assist in tree mapping work.
	▪ Need to realign foreshore development and management with CHRMAP and climate action				▪ Complete LED Street light replacement program (subject to Western Power agreement).	Technical Services	Underway	Submission sent to Western Power June 2024. Submission progressing with WP, with an update to be provided later in 2024	\$310,000 budgeted transfer from Sustainability Reserve
					▪ Overlay Foreshore Management Plan, CHRMAP and Climate Action Plan, and adapt accordingly.	Regulatory Services	Needs Rephasing	Project not commenced. Rephase to 25/26	
					▪ Drainage Audit – review the composition of stormwater entering river, the impact on river health (absolute and relative), constraints and viable options (costed) to reduce pollutants entering the river.	Technical Services	Needs Rephasing	Recommended for rephasing until 2025/26.	\$30,000 allocated against E14204 for this project.
 Protecting the character of our built environment, including heritage	▪ New Local Planning Strategy in place	▪ New Local Planning Scheme reflecting the desired outcomes for the built environment including heritage	▪ Managing responsible growth and development Performance Index Score in Community Scorecard (or equivalent survey) above 52		▪ Review Heritage Lists.	Regulatory Services	Underway	Review complete. Required to be presented to Council for a workshop. Various levels of operational changes can be actioned. Once commenced this will result in significant public engagement and submissions that will require Department resources. Will be a contentious matter. Do Council wish to delay this further? Action from Council requested?	Nil. Consultants work already undertaken. Rest of project will be internal.
	▪ New Local Planning Scheme needed	▪ Continued high standard of maintenance of the Town's heritage buildings and reviewed heritage list	▪ Preserving and promoting local history and heritage Performance Index Score in Community Scorecard above 65		▪ Local Planning Scheme Review.	Regulatory Services	Needs Rephasing	Recent LPS reviews and amendments have occurred. Based on the Local Planning Strategy, key urban investigation areas are required to be commenced and completed to feed into the LPS. These investigation areas require strategic planning and consultants. Not yet commenced. Investigation work to commence 25/26	
	▪ Continued work needed to protect built heritage, including maintenance of the Town's heritage buildings				▪ Increased asset inspection of buildings.	Technical Services	Not yet Commenced		\$9,000 allocated against E14204
 East Fremantle Community Park (EFCP)	▪ Constructed and 'open for business'	▪ EFCP successful as a commercial operation and community hub (including utilisation/activation)	▪ Utilisation of EFCP		▪ Establish appropriate governance arrangements (e.g. management/ advisory committee).	Office of CEO	Underway	Management committee not yet established (awaiting subleases and licences to be completed). EFBC now in residency; sublease and licence has been signed by club and Town, awaiting Belgravia to sign. Negotiations with EFCC regarding sublease finalised 24 Oct; continuing re licence. EFCC sublease and licence executed but EFCC not yet moved in until works on playing surface have been completed.	Internal project supported by Contract Management Consultant
	▪ Some remaining development to be undertaken with community input (previous croquet/bowls areas)	▪ Solar/battery and Electric Vehicle (EV) chargers installed			▪ Support success as a commercial operation and community hub (including utilisation/activation and integration of football club).	Office of CEO	Underway	Awaiting EFCC finalisation of sublease and licence agreements. EOI process to be undertaken to activate remaining areas (eg old Bowls area and croquet area)	Internal project supported by Contract Management Consultant
	▪ Links to connectivity as above	▪ Redevelopment of croquet/bowls areas aligned with community expectations			▪ Community input and assessment of use of croquet/bowls area.	Office of CEO	Needs Rephasing	Due to delay in finalising all subleases this element is recommended for rephasing to 2025/26	Funding allocation required 25/26 for design services
		▪ Better connected to town centre			▪ Install Electric Vehicle (EV) chargers.	Technical Services	Underway	Submission with State Government for funding of the project 50/50 funding request	\$44,000 dependent on 50% grant funding, balance from Reserve
					▪ Install solar/battery.	Technical Services	Underway	Submission with State Government for funding of the project 50/50 funding request	\$707,500 dependent on 50% grant, balance from Reserves
					▪ New internal service to consolidate and improve the effectiveness of contract management.	Corporate Services	Underway	Consultant appointed. A Contract Management Plan is being prepared. Significant efforts are being undertaken to assist Belgravia to successfully transition into full ownership of operational matters.	\$95,000 consultancy allocation against E04203
 Town Centre Revitalisation	▪ Issues identified in ease of connectivity (including car parking) in and around the town centre	▪ Improvements in landscaping, lighting, accessibility, wayfinding, public art, heritage, car parking	▪ Silas Street Precinct completed and Leeuwin Precinct shovel ready		▪ Transform Silas Street precinct, having regard to landscape, LED streetlighting, heritage, public art, accessibility, wayfinding, carparking (community engagement and design in first year, building on previous concept work, and construction in years 2 and 3).	Technical Services	Needs Rephasing	Proposed to be undertaken in 25/26 with current budget of \$180,000 reallocated to underwrite the operations of EFCP.	\$180,000 allocated against E10604 for the Silas St and Leeuwin Carpark Preliminaries.
	▪ Opportunities identified to improve amenity and safety	▪ Silas Street precinct redeveloped			▪ Be 'shovel ready' on the Leeuwin carpark precinct (concept work, community engagement and design).	Technical Services	Needs Rephasing	As above.	\$180,000 allocated against E10604 for the Silas St and Leeuwin Carpark Preliminaries.
		▪ Leeuwin carpark precinct 'shovel ready'							



 Communication and engagement	<ul style="list-style-type: none"> <li>Timely to check if communication channels are the most effective way to reach the community</li> </ul>	<ul style="list-style-type: none"> <li>Communication channels that best meet the information needs of residents</li> </ul>	<ul style="list-style-type: none"> <li>Baseline and success measure of community reach to be established in audit</li> </ul>		<ul style="list-style-type: none"> <li>Audit existing channels (incl. processes, frequency etc), identify improvements.</li> </ul>	Office of CEO	Needs Rephasing	Due to existing resources being directed towards George St Festival and significant communications required regarding the EFCP, this project is recommended to be rephased to 2025/26	\$46,350 allocated against E04266 for Communications and Engagement Services
	<ul style="list-style-type: none"> <li>Want to ensure that we are making the most of the knowledge in community reference groups</li> </ul>	<ul style="list-style-type: none"> <li>Community reference groups engaged in priority-setting</li> </ul>	<ul style="list-style-type: none"> <li>Communication Performance Index Score in Community Scorecard above 55</li> </ul>		<ul style="list-style-type: none"> <li>Engage community reference groups in priority-setting.</li> </ul>	Office of CEO	Needs Rephasing	As above. Noting also that a revision of the community strategic plan is scheduled for 2025/26.	\$30,000 allocation required 25/26 for Community Survey (Catalyse)
					<ul style="list-style-type: none"> <li>Prepare next level RAP with RAP Working group (includes Aboriginal employment, procurement, partnerships, events, public art, etc).</li> </ul>	Office of CEO	Underway	RAP Steering Group has accepted a recommendation to commence a review of the RAP which may be independent of Reconciliation Australia. RAP Steering Group meetings paused until 2025	\$21,537 allocated against E11261 for RAP development/implementation
					<ul style="list-style-type: none"> <li>Review sustainability of East Fremantle (George Street) Festival.</li> </ul>	Office of CEO	Underway	Sustainability is being assessed at the same time as plans for the 2025 event are being implemented; a report is to be prepared after the event for Council's consideration	\$163,485 allocated against E11228 George St Festival, with \$109,270 allocated for direct external costs
 Modern business systems	<ul style="list-style-type: none"> <li>The organisation's foundation technology is outdated and inhibits efficiency improvements and innovation</li> </ul>	<ul style="list-style-type: none"> <li>Flexible, contemporary business systems to support service improvements such as increased access to online services</li> </ul>	<ul style="list-style-type: none"> <li>Increase in online service delivery options</li> </ul>		<ul style="list-style-type: none"> <li>Implementation of ATTAIN compliance software to administer delegations and the compliance calendar.</li> </ul>	Office of CEO	Underway	Project is underway. Two modules purchased, Delegations and Annual Returns Module has been implemented. Compliance Calendar still to be implemented.	\$10,500 allocated against E04240 for Compliance Software
					<ul style="list-style-type: none"> <li>New Electronic Records Management System.</li> </ul>	Corporate Services	Needs Rephasing	Project recommended for rephasing until 26/27 in accordance with ERP Business Plan and funding availability detailed in long term financial plan.	\$70,000 transfer from Business Improvement Reserve to be deferred
					<ul style="list-style-type: none"> <li>New Customer Management System.</li> </ul>	Corporate Services	Needs Rephasing	Project recommended for rephasing until 26/27 in accordance with ERP Business Plan and funding availability detailed in long term financial plan.	See below
					<ul style="list-style-type: none"> <li>New ERP System.</li> </ul>	Corporate Services	Needs Rephasing	Project recommended for rephasing until 26/27 in accordance with ERP Business Plan and funding availability detailed in long term financial plan.	\$1.87m total cost as per ERP Business Plan
					<ul style="list-style-type: none"> <li>Review potential for online service delivery.</li> </ul>	Corporate Services	Underway	An audit of online services has been completed. Further online options are to be considered.	Internal project
					<ul style="list-style-type: none"> <li>Three-year review of ICT Contract</li> </ul>	Corporate Services	Underway	Contract review is underway and will be finalised by December 2024 with a view of determining the contract extension options.	\$342,990 allocated against E04221 for ICT expenses including licensing
 Governance and Operations	<ul style="list-style-type: none"> <li>Maintaining governance, risk management and compliance.</li> </ul>	<ul style="list-style-type: none"> <li>A proactive, approachable Council which values community consultation, transparency and accountability.</li> </ul>	<ul style="list-style-type: none"> <li>Maintaining and improving the Governance Performance Index Score of 61 in the Community Scorecard</li> </ul>		<ul style="list-style-type: none"> <li>Review GHSP Services before 30 June 2026</li> </ul>	Corporate Services	Underway	Review essentially completed. Awaiting details of new aged care reforms to fully assess new service delivery model from 1 July 2027.	\$691,978 in block funding allocated against I08088.
					<ul style="list-style-type: none"> <li>Implementation of IPR Roadmap</li> </ul>	Corporate Services	Underway	IPR Road Map for 2024/25 and 2025/26 prepared. In progress of being implemented.	\$35,000 consultancy allocation against E04203
					<ul style="list-style-type: none"> <li>Development of Waste Pricing Policy and Implementation of a separate waste charge on the Rates Notice</li> </ul>	Corporate Services	Underway	Draft Waste Pricing Policy prepared and to be presented to Council in December 2024 for adoption. Separate waste fee to be implemented on rates notice for 25/26 FY.	Internal project
					<ul style="list-style-type: none"> <li>Local Law Review</li> </ul>	Corporate Services	Needs Rephasing	The Local Government Amendment Bill 2024 is likely to be enacted early 2025. The Bill will include local law reforms increasing the period for reviewing a local law from 8 years to 15 years. It will also provide for local laws to be automatically repealed if they haven't been reviewed after 15 years. As the majority of the Town's local laws were gazetted in 2016, it is recommended that they be reviewed prior to 2030 to ensure they are not repealed. The review of local laws will be brought forward if there is an amendment to the head of power legislation or recommended material updates to model local laws.	\$10,000 consultancy allocation against E04203 not required
					<ul style="list-style-type: none"> <li>FMR and Audit Reg 17 Review</li> </ul>	Corporate Services	Completed	Next Review due November/December 2025.	\$30,000 allocation required 25/26
					<ul style="list-style-type: none"> <li>Development of Privacy and Responsible Information Sharing (PRIS) Framework</li> </ul>	Corporate Services	Underway	A PRIS Bill was introduced to Parliament in March 2024 and all local governments are required to prepare for the reforms to take effect from 1 July 2025. The Town has completed a PRIS Readiness Assessment and resources are being developed.	\$10,000 allocated against E04023 for this project.
					<ul style="list-style-type: none"> <li>Service review of Ranger Services</li> </ul>	Office of CEO	Needs Rephasing	An internal review was completed sometime ago and consultant briefs have been obtained. 25/26 Project	\$25,000 allocation required 25/26
					<ul style="list-style-type: none"> <li>Playground Audit and development of 10 year replacement plan</li> </ul>	Technical Services	Not yet Commenced	Recommended for rephasing until 2025/26.	\$30,000 allocated against E14204 for this project.
					<ul style="list-style-type: none"> <li>Update Predictive Asset Renewal Model annually</li> </ul>	Technical Services	Underway	Model submitted to Council for adoption in 2024. Next update required in March 2025.	Internal project
					<ul style="list-style-type: none"> <li>Assess idle assets being 80 Canning Highway, Tricolore Community Centre and the Mooring Pens</li> </ul>	Corporate Services	Underway	An exhaustive due-diligence process is nearly complete with regards to the possible assignment of the River Reserve Lease (Mooring Pens).	Internal project
					<ul style="list-style-type: none"> <li>Full Policy review</li> </ul>	Office of CEO	Needs Rephasing	Due to a requirement to focus on finalising other key projects, notably EFCP, it is recommended this review be rescheduled for 2025/26	\$10,000 allocation required 25/26
					<ul style="list-style-type: none"> <li>Complete Organisational Review to inform the Workforce Plan</li> </ul>	Office of CEO	Not yet Commenced	Due to a focus on other key priorities (i.e EFCP) the project has not yet commenced. Planned for early 2025	\$25,000 allocated against E04023 for this project.
					<ul style="list-style-type: none"> <li>Complete a Remuneration Review and prepare a Remuneration Framework</li> </ul>	Office of CEO	Not yet Commenced	To be undertaken in conjunction with organisational review	\$20,000 allocated against E04023 for this project.
					<ul style="list-style-type: none"> <li>Implement WHS Action Plan in accordance with the Marsh Audit</li> </ul>	Office of CEO	Underway	A WHS consultant has been appointed and is due to start early November 2024 to commence work on implementing this plan.	\$95,800 allocated against E04023 for this project.

### 13.5 NAVY LEAGUE - DONATION OF WORKS

<b>Report Reference Number</b>	OCR-3144
<b>Prepared by</b>	Andrew Malone Executive Manager Regulatory Services
<b>Supervised by</b>	Jonathan Throssell Chief Executive Officer
<b>Meeting date</b>	Tuesday, 19 November 2024
<b>Voting requirements</b>	Absolute Majority
<b>Documents tabled</b>	Nil
<b>Attachments</b>	

1. 2 x Letters from Navy League

#### PURPOSE

For Council to consider approving a donation to the Navy League HMAS Perth Memorial to the amount of \$10,000.

#### EXECUTIVE SUMMARY

A request has been received from the Navy League of Australia for the Town to donate an amount of \$10,000, comprising of \$5,000 donation and \$5,000 in kind works for the completion to the new HMAS Perth I Memorial.

In April 2024 Council considered and approved a request from the Navy League of Australia for the Town to upgrade its car park area adjacent to the new HMAS Memorial. The car park is approximately 450m<sup>2</sup>, and a new asphalt surface was requested. This work was undertaken. The Town has also assisted with kerbing costs and funding for the flagpoles.

The current request is for funding towards the granite wall, which in the main part will feature a marble silhouette of HMAS PERTH (I) and USS HOUSTON. The project committee already has the engraved marble for the wall, and to install it has been quoted approximately \$15,000. The project committee has indicated that if Council can fund any part of the wall structure it would ensure a timely outcome for the completion of this part of the memorial.

While the Town's 2024/25 Budget is fiscally constrained and no further funding initiatives would generally be considered, this project is considered to be of national significance and thus Council approval is requested. Due to limited staff resources to provide the in-kind support requested, it is further recommended that Council approves the request to be for a donation of \$10,000.

#### BACKGROUND

The Navy League of Australia has received grants from Lotterywest of \$350,000, with significant other contributions received. The total cost of the project is in excess of \$1 million, and to date all costs associated with works at the site have been covered by the Navy League, grants and donations.

Unfortunately, the costs for the project have escalated. The Navy League is currently seeking additional funding through a variety of sources to finalise external and internal works. The project team have lodged grant funding requests with various bodies.

An Official Opening with the Prime Minister, Premier and Defence Officials is anticipated for March 2025.

#### CONSULTATION

Navy League

## STATUTORY ENVIRONMENT

The proposed donation is not included in the Town's 24-25 Budget and therefore a budget variation is requested pursuant to section 6.8 of the *Local Government Act 1995*.

## POLICY IMPLICATIONS

N/A

## FINANCIAL IMPLICATIONS

The donation is proposed to be taken from the Elected Members/Mayor Donation Fund account as below:

Account	Description	Budget	Expenditure to date	Proposed funds used for these works
E08203	Donations account	\$3,500	\$2,600	\$941.00

It is noted the Town has used E08203 for three donations this financial year, the Fremantle Chamber Orchestra (\$2,000) and by two individual donations (\$300 each). A total of \$2600 has been used this year. \$941 remains in the account.

While a total of \$3,500 was made available in the account for this budget, in previous years the budget has been \$10,000. Should Council authorise the donation amount of \$10,000, a budget variation of \$9,059 will be required, noting there is currently \$941 in the account. This will fully expend all monies in the Elected Members/Mayor Donation Fund account.

As noted above, while the Town's 2024/25 Budget is fiscally constrained and no further funding initiatives would generally be considered, this project is considered to be of national significance and thus warrants consideration for funding.

## STRATEGIC IMPLICATIONS

### Built Environment

Accessible, well planned built landscapes which are in balance with the Town's unique heritage and open spaces.

3.1 Facilitates sustainable growth with housing options to meet future community needs.

3.1.1 Advocate for a desirable planning and community outcome for all major strategic development sites.

3.1.2 Plan for a mix of inclusive diversified housing options.

3.1.3 Plan for improved streetscapes.

3.2 Maintaining and enhancing the Town's character.

3.2.1 Ensure appropriate planning policies to protect the Town's existing built form.

3.3 Plan and maintain the Town's assets to ensure they are accessible, inviting and well connected.

3.3.1 Continue to improve asset management within resource capabilities.

3.3.2 Plan and advocate for improved access and connectivity.

## RISK IMPLICATIONS

### RISKS

Risk	Risk Likelihood (based on history & with existing controls)	Risk Impact / Consequence	Risk Rating (Prior to Treatment or Control)	Principal Risk Theme	Risk Action Plan (Controls or Treatment proposed)
Reputational risk of the relationship with the Navy League of Australia	Rare (1)	Minor (2)	Low (1-4)	REPUTATIONAL Substantiated, low impact, low news item	Accept Officer Recommendation

### RISK MATRIX

Consequence Likelihood		Insignificant	Minor	Moderate	Major	Extreme
		1	2	3	4	5
Almost Certain	5	Moderate (5)	High (10)	High (15)	Extreme (20)	Extreme (25)
Likely	4	Low (4)	Moderate (8)	High (12)	High (16)	Extreme (20)
Possible	3	Low (3)	Moderate (6)	Moderate (9)	High (12)	High (15)
Unlikely	2	Low (2)	Low (4)	Moderate (6)	Moderate (8)	High (10)
Rare	1	Low (1)	Low (2)	Low (3)	Low (4)	Moderate (5)

A risk is often specified in terms of an event or circumstance and the consequences that may flow from it. An effect may be positive, negative or a deviation from the expected and may be related to the following objectives: occupational health and safety, financial, service interruption, compliance, reputation and environment. A risk matrix has been prepared and a risk rating is provided below. Any items with a risk rating over 16 will be added to the Risk Register, and any item with a risk rating over 16 will require a specific risk treatment plan to be developed.

### RISK RATING

Risk Rating	2
Does this item need to be added to the Town's Risk Register	No
Is a Risk Treatment Plan Required	No

## SITE INSPECTION

N/A

### COMMENT

The Navy League of Australia has been in regular communication with Town officers regarding the HMAS Perth I Memorial and compass rose, which is near completion.

Grants have been received from a significant number of state and federal organisations. All costs associated with works at the site have been covered by the Navy League, grants, works in kind and donations. Unfortunately, the costs of the project have escalated significantly. The project will be short approximately \$200,000 for lighting and internal fit out, but the external components of the project are substantially complete. The Navy League has requested \$5000 from Council for installation of the granite perimeter wall (total approximate cost \$15000), with funding in kind requested for work such as landscaping, vegetation and line marking.

The Navy League has grant funding requests with various bodies to assist in any shortfall from the project.



The project team has also obtained a significant number of important artifacts relating to HMAS Perth and hope to make the Memorial a significant venue for the history of Perth I. An anchor, internal artifacts, models and photographs have all been recently donated, creating the largest catalogue of information on HMAS Perth I.

The project will be seeking official federal memorial status once complete, which will not only be a significant milestone for the project team but it is hoped will add East Fremantle to a historical memorial trail. An official opening is anticipated for March 2025.

It is proposed that the \$5,000 donation and \$5,000 in kind donation be amalgamated as one donation of \$10,000. It is recommended that Council donates \$10,000 in lieu of the proposed \$5,000 donation and \$5,000 in kind donation, given the limitations of current staff resources.

## CONCLUSION

The Navy League of Australia, under difficult circumstances, has delivered a Memorial for Perth I and has continued to add to its current significant catalogue of artifacts. The project has delivered a beautiful representation to the memory of those who lost their lives on HMAS Perth I. If recognised as an official federal memorial status the recognition will be a significant milestone for the project team but also will add East Fremantle to a historical memorial trail.

It is recommended that a budget allocation for \$10,000 be made to assist in completing this significant memorial project, through the authorisation of a budget amendment.

## 13.5 OFFICER RECOMMENDATION / COUNCIL RESOLUTION

**Council Resolution** Choose an item. Click or tap to enter a date.

### OFFICER RECOMMENDATION:

**That Council, pursuant to section 6.8 of the Local Government Act 1995, by absolute majority approves the schedule of budget variations below to enable a donation to the Navy League of Australia, resulting in a \$10,000 decrease in net current assets at 30 June 2025:**

Account Number	Description	Current Budget	Amended Budget	Variance
E08203	Navy League Donation	(\$3,541)	(\$13,541)	(\$10,000)

## REPORT ATTACHMENTS

Attachments start on the next page

Patron: Hon CJ Dawson AC APM Governor of WA



## HMAS PERTH (I) MEMORIAL FOUNDATION INCORPORATED

Mr Jim O'Neill  
Mayor  
Town of East Fremantle  
PO Box 1097  
Fremantle.

### ASSISTANCE FOR HMAS PERTH (I) MEMORIAL

Dear Jim

As you are aware the Foundation is continuing with the development of the HMAS PERTH (I) Memorial which is now 90% complete. We are seeking further support financially and in kind to complete the interior of the project in time for the official opening on the 1<sup>st</sup> of March 2025 the 83<sup>rd</sup> anniversary of the sinking.

The Town has been exceedingly kind and generous during this project and without the support we would not be in the position we are in today.

Once completed it will become a national memorial of significance to the memory of HMAS PERTH (I) and its gallant crew. This will also be an important landmark for the town and form part of the historical precinct in the community. Your ongoing support and assistance from the town is very much appreciated.

As we have previously stated there is always an open invitation for councillors to visit the memorial although not fully completed is quite impressive.

We will in due course request the council's assistance to support our application to Federal Government for this memorial to be recognised as the memorial of significance to the ship and crew of HMAS PERTH (I).

As I have stated earlier the exterior of the memorial will be completed in the next few weeks although we are running close to deficit and seeking further funds to complete the interior from grants, donations and offers in kind.

One outstanding item to complete the exterior part from landscaping is to fund the definite wall which in the main part will feature a marble silhouette of HMAS PERTH (I) and USS HOUSTON. We already have the engraved marble for the wall and to instal it approx. cost we have been quoted is around \$15000 I am sure you have many requests for assistance from other organisations. However, if the council can fund any part of the wall structure it would ensure a great timely outcome for the completion of this part of the memorial.

I look forward to meeting with you again and discussing the scope of the remaining part of the project. I am available most Wednesday mornings at the facility.

Yours sincerely



Jim O'Neill  
CMDR ANC RTD  
Project Manager  
0413 688 447  
17<sup>th</sup> October 2024

ABN: 66 916 270 950

0423 155 774

secretary@hmasperth1memorial.com.au

www.hmasperth1memorial.com.au

PO box 735 Fremantle WA 6959



Patron: Hon CJ Dawson AC APM Governor of WA



## HMAS PERTH (I) MEMORIAL FOUNDATION INCORPORATED

Mr Jim O'Neill  
Mayor  
Town of East Fremantle  
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Yours sincerely

*Jim*

Jim O'Neill  
CMDR ANC RTD  
Project Manager  
0413 688 447  
17<sup>th</sup> October 2024

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## 13.6 FREMANTLE BIENNALE 2025

<b>Report Reference Number</b>	OCR-3198
<b>Prepared by</b>	Nadia O'Malley
<b>Supervised by</b>	Jonathan Throssell
<b>Meeting date</b>	Tuesday, 19 November 2024
<b>Voting requirements</b>	Absolute Majority
<b>Documents tabled</b>	Nil
<b>Attachments</b>	

1. Creative Program for the Town of East Fremantle

## PURPOSE

Council is requested to consider a request to participate in the Fremantle Biennale 2025.

## EXECUTIVE SUMMARY

Fremantle Biennale Inc. is facilitating a proposed collaboration between the Cities of Melville, Fremantle, Cockburn, the Town of East Fremantle, Royal Freshwater Yacht Club and Fremantle Sailing Club.

Its vision is to create a leading festival and expansive program of site-responsive contemporary art that is recognised for:

- Actively supporting artists to respond to the important ideas of our time
- Producing meaningful and enriching shared experiences for audiences
- Creating new understandings and encounters with place, site, history, and community
- Being a leading voice in the creation and reimagining of contemporary culture.

The Fremantle Biennale was established to:

- create a platform for the development and presentation of local, nationally and internationally recognised and experimental site-responsive contemporary art practices
- promote cultural dialogues and exchange of ideas through a program of local, national and international artists, intersecting with our audiences and visitors
- reveal, interrogate, and celebrate the cultural, social and historical distinctiveness of Fremantle and its surrounding region.

Council is being asked for financial support of \$25,000 in the 2025/26 budget to support a performance of Fremantle Biennale's flagship work *Vespers*; approve the use of the Plympton Pump House for the 'Sound Bath House' (working title) experience from 13 to 30 November 2025; and provide an in-kind, venue hire agreement to Fremantle Biennale inc. for a one-off, four-month period.

It is recommended that Council supports the Fremantle Biennale 2025 with funding, and via the in-kind use of Plympton Pump House for approximately four months, from early October 2025 until late January 2026.

## BACKGROUND

Previous Fremantle Biennale events (held in 2017, 2019, 2021 and 2023) have positioned the event as a leading Australian contemporary arts festival, contributing significantly to the cultural and artistic landscape of Fremantle and surrounding areas.



The theme for Fremantle Biennale 2025 is “SANCTUARY”. Planned for 13 to 30 November 2025, SANCTUARY 25 will engage in a reimagining of public and personal spaces.

In mid-2024, Fremantle Biennale Inc. approached the Town of East Fremantle to ask for:

- **Support for a flagship work: *Vespers* planned for Friday 21 and Saturday 22 November 2025 (dates to be confirmed).** At least one, 45-minute performance (pending funding outcome, there may be a second performance), inclusive of sound production and fees.

In collaboration with the Royal Freshwater Yacht Club, *Vespers* is a sound, music and performance piece on the water, including a fleet of five to seven cuta boats with a full crew. *Vespers* would be held on the Swan River/Rocky Bay at John Tonkin Reserve, East Fremantle.

(Additional performances will include Friday 14 and Saturday 15 November 2025, Goolugatup Heathcote Reserve, Applecross; Thursday 27 and Friday 28 November 2025, Bathers Beach, Fremantle; and Saturday 29 and Sunday 30 November 2025, Omeo Wreck Beach, Coogee).

- **Use the Plympton Pump House as a 'Sound Bath House' (working title) experience from 13 to 30 November 2025.**

This venue was used by Fremantle Biennale in 2021. The committee worked with the Town of East Fremantle and presented a work by local artist, Nathan Thompson, titled [Transitions](#) in the Plympton Pump House.

Fremantle Biennale Inc. is also asking Council to consider allowing it to use the Plympton Pump House site (via an in-kind, venue hire agreement) as a longer-term activation for approximately four months, from early October 2025 until late January 2026.

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## CONSULTATION

- Town of East Fremantle Public Art Panel  
At its meeting held on 5 August 2024, while awaiting further information about the proposal, the Panel verbally supported Council considering this request. Note: the Public Art Panel meeting planned for 28 October 2024 was rescheduled until early 2025. As such, the Panel has not had an opportunity for further deliberation.
- Executive Leadership Team
- Council Concept Forum, 6 August 2024
- Fremantle Biennale Inc.

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## STATUTORY ENVIRONMENT

Nil

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## POLICY IMPLICATIONS

Public Art Policy (4.1.3)

*Section 1 – Objectives*

*1.3 Social - To enhance social cohesion within East Fremantle by:*

- *using public art to develop attractive, diverse places, that the community enjoy; and*
- *using public art to develop meeting places, that community members want to visit.*

## FINANCIAL IMPLICATIONS

The proposed level of support is as a “Partner” which would be an investment of \$25,000. This amount would be considered during the 2025-2026 annual budget process.

It is also expected that there will be some in-kind works undertaken in relation to readying sites for use, including the Plympton Pump House, an in-kind, venue hire agreement for the use of the Plympton Pump House for approximately four months, and assisting with the promotion of Fremantle Biennale 2025.

## STRATEGIC IMPLICATIONS

“Town of East Fremantle Strategic Community Plan 2020-2030”

### Strategic Priority 1 – Social

A socially connected, inclusive and safe community

1.2 Inviting open spaces, meeting places and recreational facilities

1.2.2 Activate inviting open spaces that encourage social connection across all age groups.

1.3 Strong community connection within a safe and vibrant lifestyle

1.3.2 Facilitate opportunities to develop community connections through events and celebrations

## RISK IMPLICATIONS

### RISKS

Risk	Risk Likelihood (based on history & with existing controls)	Risk Impact / Consequence	Risk Rating (Prior to Treatment or Control)	Principal Risk Theme	Risk Action Plan (Controls or Treatment proposed)
Council does not support the request	Unlikely (2)	Minor (2)	Low (1-4)	REPUTATIONAL Substantiated, low impact, low news item	Accept Officer Recommendation

### RISK MATRIX

Consequence Likelihood		Insignificant	Minor	Moderate	Major	Extreme
		1	2	3	4	5
Almost Certain	5	Moderate (5)	High (10)	High (15)	Extreme (20)	Extreme (25)
Likely	4	Low (4)	Moderate (8)	High (12)	High (16)	Extreme (20)
Possible	3	Low (3)	Moderate (6)	Moderate (9)	High (12)	High (15)
Unlikely	2	Low (2)	Low (4)	Moderate (6)	Moderate (8)	High (10)
Rare	1	Low (1)	Low (2)	Low (3)	Low (4)	Moderate (5)

A risk is often specified in terms of an event or circumstance and the consequences that may flow from it. An effect may be positive, negative or a deviation from the expected and may be related to the following objectives: occupational health and safety, financial, service interruption, compliance, reputation and environment. A risk matrix has been prepared and a risk rating is provided below. Any items with a risk rating over 16 will be added to the Risk Register, and any item with a risk rating over 16 will require a specific risk treatment plan to be developed.

### RISK RATING

Risk Rating	8
Does this item need to be added to the Town’s Risk Register	No
Is a Risk Treatment Plan Required	No

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## SITE INSPECTION

Various site inspections have been undertaken by the Fremantle Biennale 2025 committee in order to identify locations suitable for inclusion in the program.

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## COMMENT

Nil.

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## CONCLUSION

This proposal offers the Town a unique opportunity to be involved in a large-scale initiative with a greater reach than anything that could be undertaken alone. The event can be leveraged by the Town for area promotion, before, during and after the actual programmed series.

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## 13.6 OFFICER RECOMMENDATION / COUNCIL RESOLUTION

**Council Resolution** Choose an item. Click or tap to enter a date.

**OFFICER RECOMMENDATION:**

**That Council:**

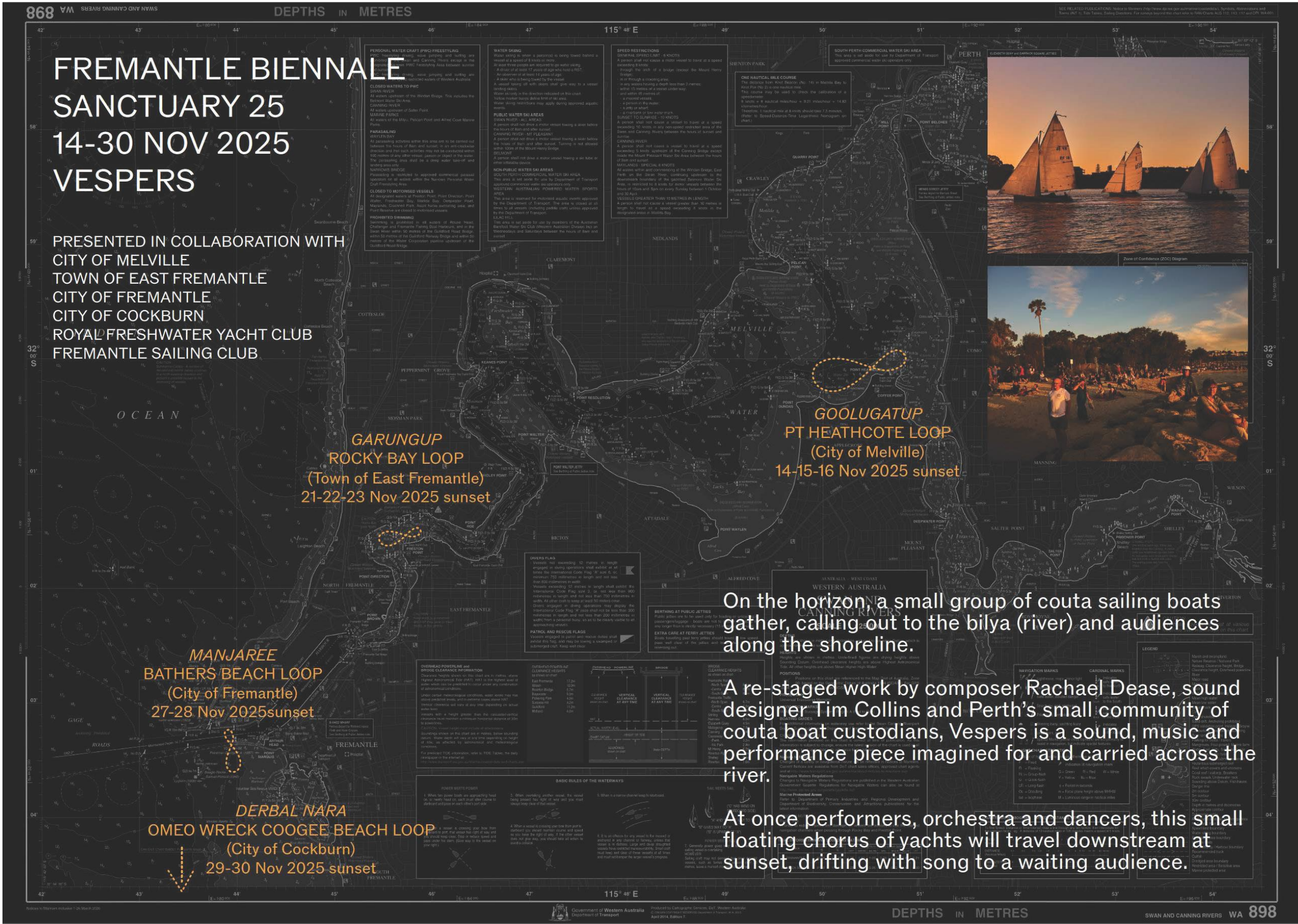
1. **endorses the Town's participation in the Fremantle Biennale 2025.**
2. **requests the Chief Executive Officer to investigate the viability of the Plympton Pump House site for use during November 2025, and as the site of a longer-term activation space for Fremantle Biennale Inc.**
3. **make a provision of \$25,000 in the Town's 2025-2026 Annual Budget for a contribution to Fremantle Biennale 2025.**

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## REPORT ATTACHMENTS

Attachments start on the next page.







**Creative proposal for the Town of East Fremantle  
FREMANTLE BIENNALE 13-30 Nov 2025 – SANCTUARY 25**



Photo: Duncan Wright

**VESPERS**

**Rachael Dease & Tim Collins**

In collaboration with Royal Freshwater Yacht Club (fleet of 5-7 cousta boats with full crew)

**Fri 22 & Sat 21 Nov 2025**

**Swan River/Rocky Bay at John Tonkins Reserve, East Fremantle**

**\$25k (1 x performances 45'ea) | sound production and fees**

Additional performances include:

Fri 14, Sat 15 Nov 2025, Goolugatup Heathcote Reserve, Applecross

Thur 27 & Fri 28 Nov 2025, Bathers Beach, Fremantle

Sat 29 & Sun 30 Nov 2025, Omeo Wreck Beach, Coogee

Partners: City of Fremantle, City of Melville, City of Cockburn, Town of East Fremantle

On the horizon, a small group of cousta sailing boats gather, calling out to the bilya (river) and audiences along the shoreline. A re-staged work by composer Rachael Dease, sound designer Tim Collins and Perth's small community of cousta boat custodians, *Vespers* is a sound, music and performance piece imagined for and carried across the river. At once performers, orchestra and dancers, this floating chorus of yachts will travel downstream at sunset, drifting with song to a waiting audience.

**Rachael Dease's** artistic practice encompasses art music, film and theatre scoring, installation and songwriting. Graduating from the Western Australian Academy of Performing Arts, she won the inaugural Martin Sims Award at Fringe World, the Melbourne Fringe Music Award and received critical acclaim at New York Fringe Festival for her contemporary song cycle *City of Shadows*. Her composition and sound design for theatre include the Helpmann Award-nominated *It's Dark Outside* (The Last Great Hunt), *Sunset* (Strut Dance/Maxine Doyle) and *Rest* (WAYTCO). Installation includes *Black Mass* (PICA) *Winter Feast* 2018 & 2019 (Dark Mofo), *Museum of Water* (Perth Festival), and *Like Embracing Ice* (Fremantle Arts Centre). Rachael was awarded the 2017 Department of Culture and The Arts Performing Arts Fellowship, and won the Performing Arts WA award for Best Music for *Let The Right One In* (BSSTC) and has been a Besen Fellow at Malthouse Theatre. Residencies include PICA, Proximity Festival, Lumen Studios, Italy and The Arctic Circle. In 2020, she was Prelude Composer In Residence at Gallop House, Western Australia where she wrote her first solo album *Hymns for End Times* which was performed with the West Australian Symphony Orchestra in February 2021 for Perth Festival.

**Tim Collins** is a sound designer, composer, musician, technician, and tour manager. He has worked in the entertainment industry since 2001 across performance and logistics for theatre, festivals, concert and studio productions, musical theatre, and live broadcast. Tim has mentored at the West Australian Academy of Performing Arts and currently lectures Technical Theatre Fundamentals at Curtin University.

## 13.7 WASTE SERVICES AND CHARGING POLICY

<b>Report Reference Number</b>	OCR-3155
<b>Prepared by</b>	Peter Kocian, Executive Manager Corporate Services
<b>Supervised by</b>	Jonathan Throssell, Chief Executive Officer
<b>Meeting date</b>	Tuesday, 19 November 2024
<b>Voting requirements</b>	Simple
<b>Documents tabled</b>	Nil
<b>Attachments</b>	

1. Waste Services and Charging Policy

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**PURPOSE**

The State Government has announced a suite of reforms to the *Local Government Act 1995*. One of these reforms requires local governments to separately charge the cost of waste services on the rates notice. Regulations are currently being developed and this reform is included in Tranche 2 of the roll-out. The commencement date is yet to be confirmed but it is likely that it will be 1 July 2025 or 1 July 2026.

As 2026 is a general revaluation year, it is recommended that Council implement separate waste charges for the 25/26 financial year.

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**EXECUTIVE SUMMARY**

The imposition of a separate waste charge will become a legislative requirement. The State Government maintains the view that separating charges for waste services provides transparency and awareness of costs for ratepayers.

The administrative processes to impose a separate waste charge are quite involved and thus Elected Members are being requested to provide directions with sufficient lead time to implement this for the 25/26 financial year.

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**BACKGROUND**

A Waste Services and Pricing Policy has been drafted to provide parameters as to how waste charges are calculated and imposed.

The fundamental pricing principle is that waste charges will be levied with the objective of full cost recovery to ensure that waste services are not subsidised from general rate revenue. The pricing structure is recommended based on the principles outlined in the draft Policy and in accordance with the Pricing Model that has been appended to the Policy.

An important consideration for Council will be to assess the impact of a separate waste charge for pensioner rebated properties. With the cost of waste services previously included in general rates, pensioners were effectively receiving up to a 50% rebate on the cost of waste services from the State Government rebate which is currently capped at \$750. Thus, to minimise the impact on pensioners, Council may wish to consider a reduction in waste fees payable. Under a full cost recovery model, this will result in small redistribution in the burden to non-pensioner properties.

The table below details the likely impact on pensioner properties:

<b>Rebate property affect</b>	<b>2021/22</b>		<b>2024/25</b>		<b>Movement</b>
Pensioner properties unaffected	231	44%	347	64%	20%
Affected properties between \$1 to \$100	67	13%	72	13%	0%
Affected properties between \$100 to \$200	60	11%	54	10%	-2%
Affected properties greater than \$200	164	31%	68	13%	-19%
<b>Total affected properties</b>	<b>522</b>	<b>100%</b>	<b>541</b>	<b>100%</b>	
All Seniors are unaffected			329		
<b>Total rebated properties</b>			<b>870</b>		

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## CONSULTATION

Council Forum 5 November 2024

Executive Manager Corporate Services

Revenue Officer

Manager Finance

Coordinator Operations

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## STATUTORY ENVIRONMENT

Section 2.7 (2) of the *Local Government Act 1995* states that one of Council's primary roles is to determine the local government's policies.

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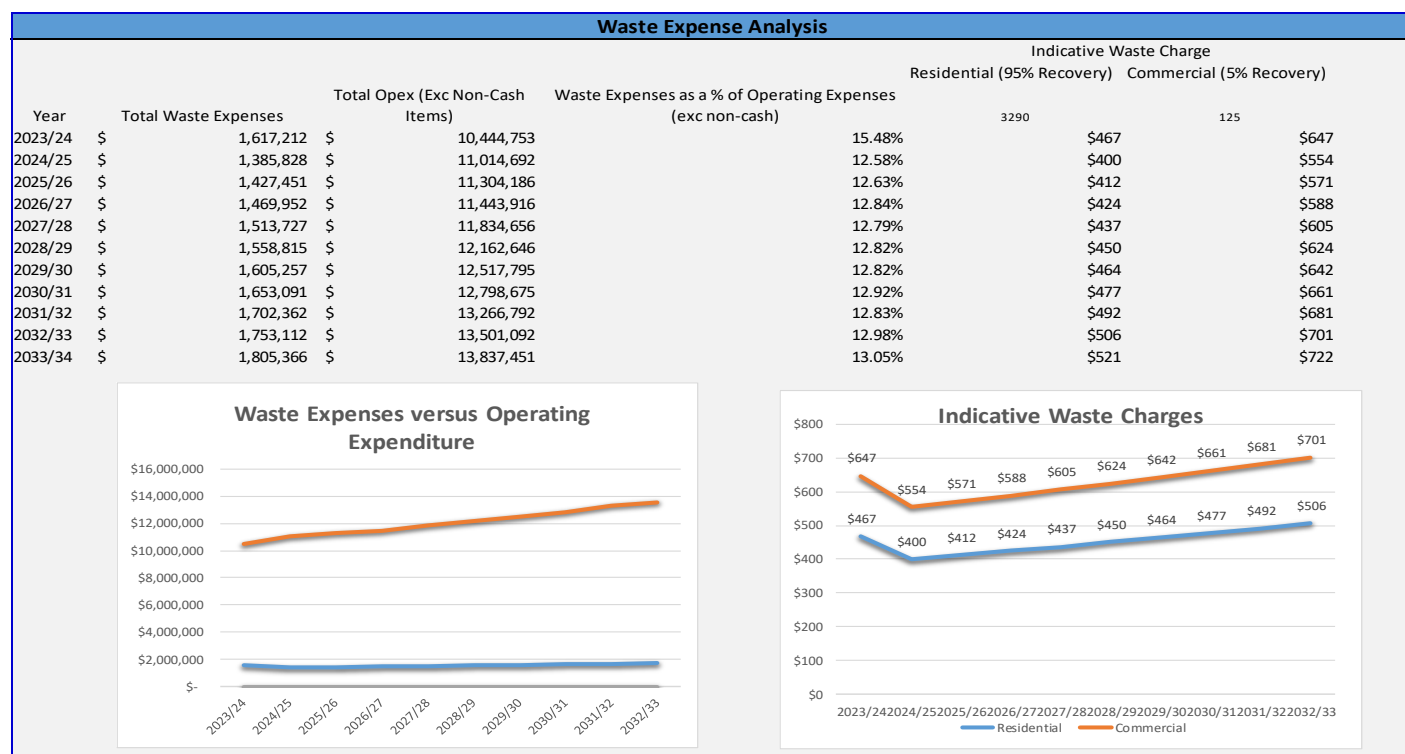
## POLICY IMPLICATIONS

Council has an existing Policy 2.1.13 Rubbish Collection Charge – Domestic Service – No Separate Charge which states that the Town will not levy separate charges for rubbish or recycling collections for household/domestic properties. This Policy will become obsolete, and it is recommended that it be replaced with the attached Waste Services and Pricing Policy.

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## FINANCIAL IMPLICATIONS

At a high level, the Town's Long-term Financial Plan forecasts the cost of waste services to remain steady at between 12-13% of the Town's cash operating budget.



## STRATEGIC IMPLICATIONS

The following strategies are relevant from the Town's Strategic Community Plan 2020-2030.

**4.2.1** Reduce waste through sustainable waste management practices, including effective community and business education.

**5.1.3** Improve the efficiency and effectiveness of services.

## RISK IMPLICATIONS

### RISKS

Risk	Risk Likelihood (based on history & with existing controls)	Risk Impact / Consequence	Risk Rating (Prior to Treatment or Control)	Principal Risk Theme	Risk Action Plan (Controls or Treatment proposed)
The Town does impose a separate waste charge on the rate notice	Unlikely (2)	Major (4)	Moderate (5-9)	COMPLIANCE Short term non-compliance but with significant regulatory requirements imposed	Accept Officer Recommendation
The Town fails to adequately cover costs from waste charges	Unlikely (2)	Major (4)	Moderate (5-9)	FINANCIAL IMPACT \$50,000 - \$250,000	Accept Officer Recommendation

## RISK MATRIX

Consequence		Insignificant	Minor	Moderate	Major	Extreme
Likelihood		1	2	3	4	5
Almost Certain	5	Moderate (5)	High (10)	High (15)	Extreme (20)	Extreme (25)
Likely	4	Low (4)	Moderate (8)	High (12)	High (16)	Extreme (20)
Possible	3	Low (3)	Moderate (6)	Moderate (9)	High (12)	High (15)
Unlikely	2	Low (2)	Low (4)	Moderate (6)	Moderate (8)	High (10)
Rare	1	Low (1)	Low (2)	Low (3)	Low (4)	Moderate (5)

A risk is often specified in terms of an event or circumstance and the consequences that may flow from it. An effect may be positive, negative or a deviation from the expected and may be related to the following objectives: occupational health and safety, financial, service interruption, compliance, reputation and environment. A risk matrix has been prepared and a risk rating is provided below. Any items with a risk rating over 16 will be added to the Risk Register, and any item with a risk rating over 16 will require a specific risk treatment plan to be developed.

## RISK RATING

Risk Rating	8
Does this item need to be added to the Town's Risk Register	No
Is a Risk Treatment Plan Required	No

## SITE INSPECTION

Not applicable

## COMMENT

This draft Policy was discussed at the Council Forum on 5 November. The following key points were discussed:

1. As waste charges will be based on full cost recovery of services, are elected members comfortable with the current level of service as detailed in the activity table within the Policy? Discretionary services include bulk kerbside collection services (x3), residential tip passes, access to the Fremantle Recycling Centre and provision of kitchen caddies and compostable bags. These services add to the cost of waste services and thus will be reflected in the level of the waste charge.
2. Given that 36% of pensioner properties will effectively lose part of the rate rebate they previously received, is a discounted waste charge supported? A 50% discount will ensure that no pensioner properties are impacted, but this will also provide 64% of pensioner properties with an overall reduction in their rate bill. Under the full cost recovery model, this will also result in a small redistribution of a waste fee increase to non-pensioner properties.
3. The Policy states that all residential properties will be charged the standard residential waste charge. This includes multi-unit dwellings where there are either shared mobile bin services or bulk bin services. This principle is very similar to how minimum rates are applied; all residential properties are required to make an equitable contribution to the cost of waste services, irrespective of how they are consuming services, how much residential waste is being generated or how efficient the collection systems are.

## CONCLUSION

The draft Waste Services and Charging Policy is recommended for approval. This will provide guidance to Officer's in preparing the rates and service charges models for the 25/26 financial year.



As part of the budget process, Council will have the opportunity to review the level of waste services as well as revisit the Policy when adopting the Schedule of Fees and Charges (inclusive of waste fees) for the 25/26 financial year.

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### 13.7 OFFICER RECOMMENDATION / COUNCIL RESOLUTION

**Council Resolution** Choose an item. Click or tap to enter a date.

**OFFICER RECOMMENDATION:**

**That Council, in accordance with their role under section 2.7 (2) of the *Local Government Act 1995*:**

- 1. approves the attached Waste Services and Charging Policy and requests the Chief Executive Officer to impose a separate waste charge on the rates notice for the 2025/26 financial year.**
- 2. revoke Policy 2.1.13 Rubbish Collection Charge as this is now obsolete.**

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### REPORT ATTACHMENTS

Attachments start on the next page



## Waste Services and Charging Policy

<b>Type:</b>	Corporate Services – Financial Management
<b>Legislation:</b>	<i>Local Government Act s 6.16 (2) (b)</i> <i>Waste Avoidance and Resource Recovery Act 2007</i>
<b>Delegation:</b>	Not Applicable
<b>Other Related Document:</b>	Policy 2.1.15 Waste Services for Community and Sporting Organisations Town of East Fremantle Waste Plan 2020-2025 <u>Waste Local Law 2017</u>

### Objective

The purpose of this policy is to state Council's position regarding waste management, service requirements and waste charges within the Town of East Fremantle.

The community is encouraged to embrace waste minimization principles and maximise the separation of waste into the appropriate collection streams of recycling, food organics/garden organics (FOGO) and general waste.

### Policy Scope

The State Government is legislating the imposition of a separate waste charge on the rate notice with the objective of "providing transparency and awareness of costs for ratepayers". The Town will therefore be levying an annual waste charge for each parcel of rateable land where the service is available. The charge is levied through rates notices and includes administration, collection, processing, treatment, community education and other activities associated with waste services.

Waste charges will be adopted annually in Council's Schedule of Fees and Charges.

Whilst the Town provides commercial waste services, businesses are encouraged to arrange their own waste services by engaging a commercial waste contractor.

Council also encourages clubs, schools and not for profit organisations to participate in FOGO and recycling activities. Pursuant to Policy 2.1.15 'Waste Services for Community and Sporting Organisations', all organisations will be eligible for a full concession on 1 general waste service, including a FOGO, recycling and general waste bin.

Waste charges will be levied with the objective of full cost recovery of direct and indirect costs, which include the following services:

Activity	Level of Service	Approximate Annual Cost
Kerbside Collection Service - FOGO	240L MGB Collected Weekly	\$389,146
Kerbside Collection Service - Recycling	240L MGB Collected Fortnightly 360L MGB Collected Fortnightly	\$138,724

Kerbside Collection Service – General Waste	140L MGB Collected Fortnightly 240L MGB Collected Fortnightly	\$257,571
General Waste – Commercial Collection	240L MGB Collected Weekly	\$18,868
Recycling – Commercial	240L MGB Collected Fortnightly	\$3,203
Green Waste Bulk Collection Service	2 Collections Annually	\$103,305
Hard Waste Bulk Collection Service	1 Collection Annually	
Provision of Bulk Bins for Multi-Unit Dwellings	On Application	\$22,503
Provision of Waste Education	On Request	\$28,000
Provision of Residential Tip Passes	1 Tip Pass Annually	\$19,965
Provision of FOGO Bin Caddy and Liners	All residential properties were provided 1 x caddy in 2019. New residents to the Town receive a caddy on request.  The Town provides one roll of compostable liners to residents annually, to be collected from the Town Administration Office on request.	
Provision of access to Fremantle Recycling Centre	4 x bulk waste drop offs. Unlimited drop off for recyclable material.	\$113,516
Public place litter bins at parks, reserves and roadsides.	184 Bins Collected Weekly	\$27,348
Provision of bins for privately run events	Provision of FOGO Recycling General Waste	

## Policy

The Town of East Fremantle provides a standard 3 bin collection system for residential and commercial properties. There are options for variations to the standard services to meet specific requirements or needs of the user at the discretion of Town Officers.

The following are the key principles of the system:

1. All residential dwellings within the Town will be charged for a standard three bin FOGO waste service. This includes multi-unit dwellings where shared bins or bulk bins are being used. This principle is very similar to how minimum rates are applied; all residential properties are required to make an equitable contribution to the cost of waste services, irrespective of how they are consuming services, how much residential waste is being generated or how efficient the collection systems are.
2. The standard three bin collection system is a fortnightly 140L general waste service, a fortnightly recycling 240L service and a weekly food and garden organic (FOGO) 240L service.
3. All commercial properties within the Town will be charged for a standard three bin service (unless a private contract is in place)
4. The standard commercial collection system is a weekly 240L residual waste service and a fortnightly combined recycling 240L service. Where appropriate Commercial Properties will also be provided with a 140L or 240L FOGO service which is emptied weekly at no additional charge.

5. The standard waste collection system must utilise mobile garbage bins supplied by the Town. The bins are allocated to and are to remain at the property. Each bin will have a serial number affixed, which will be recorded in the rating system.
6. Residents may be granted an additional general waste bin where it is assessed that there are additional waste needs. An additional bin attracts an additional charge. Increase requests will be undertaken on a case-by-case basis. Any amendment to service will be pro-rata and effective from delivery/removal.
7. Residents may be granted an increased recycling bin (240L to 360L) at no charge; however, an additional recycling bin attracts an additional charge. Increase requests will be undertaken on a case-by-case basis. Any amendment to service will be pro-rata and effective from delivery/removal.
8. Where additional bins are requested, an application form must be signed by the property owner or their authorised agents. If an additional bin is no longer required, an application to remove the bin must be made in writing by the property owner or their authorised agent. A pro-rata credit will be applied to the property with effect from date of removal.
9. The Rates Notice is to provide separate descriptions for the Waste Charge and Additional Bin Charges.
10. The Town provides a priority service for eligible residents.
11. Council's waste provider reserves the right not to collect any FOGO or Recycling service as well as any additional bins where deemed appropriate on the grounds of ongoing and/or regular contamination. Provided previous notices have been advised to the resident.
12. 240l mobile garbage bins, inclusive of contents, must not exceed a total weight of greater than 60 kgs.
13. Bins damaged through fair wear and tear, which have been vandalized or damaged by the Collection Contractor will be replaced at no cost to the owner. Customers may report these issues through the Customer Service Officers. For stolen bins, residents may be requested to provide a Statutory Declaration to secure a new bin free of charge and Council may investigate these instances.
14. In the event that a collection is missed, and the bin was presented for collection, the Town expects the Collection Contractor to collect the missed bin the next business working day if it is reported prior to 2pm.
15. All Council owned bins shall be removed prior to demolition and be reinstated on request, once the new dwelling has been completed. An amendment to the service form will be required at both events.
16. Exempt rateable property will be charged according to VEN property use.

### **Provision of Kitchen Organics Caddies and Compostable Bags**

The Town will provide all residential properties with an initial Kitchen Organics Caddy and a roll of 150 Compostable Bags. Additional rolls of 150 Compostable Bags may be made available during the year to residents who demonstrate their residency, justify their high usage and may incur a charge. Broken or lost kitchen caddies can be purchased from all major retail stores.

### **Community Events**

The Town can provide bins for all event requests. Council approved fees and charges will apply. Event bin costs are based on the collection being undertaken as part of a normal collection run,

enabling standard collection rates to apply. Should a collection be required outside a standard collection run then the applicable charge will be per hour to service the bins.

The Town can provide complete bin stations (waste, recycling, FOGO) for all events held in the Town of East Fremantle.

The charge per bin covers the delivery to/from the site and the disposal of contents (one empty prior to removal from site). If an event is cancelled after the bins have been delivered, then the event bin charge will remain applicable.

## Pricing

Western Australian Local Governments have the right to impose different types of charges in relation to services beyond the raising of a general rate, including a waste collection rate (section 66) or a receptacle charge (section 67) under the *Waste Avoidance and Resource Recovery Act 2007* (WARR Act). The *Local Government Act 1995* deals with fees and charges from sections 6.16 to 6.19. In summary, a local government may impose a fee or charge for any goods or services it provides.

Recovery of the cost of disposing of waste from collection should preferably be recovered through the waste collection charges. Effective subsidization of waste services by general rates is not seen as equitable.

Sundry waste services and expenses such as litter collection, provision of park and street bins, green waste removal are included in the pricing model, and recoverable through fees and charges.

The following pricing model assumptions apply:

- The current level of service is maintained.
- The split of indirect costs is apportioned 96% residential and 4% commercial based on relative rateable assessment numbers.
- The split of disposal costs is apportioned 94% residential and 6% commercial based on prior waste audits.
- The standard fee is calculated per rateable assessment rather than by bin.
- The pricing model is not discounted for any income that is received from additional bins. This additional income is to be transferred into the Waste Reserve annually. The objective of this transfer is to create a pool of available funds that the Town can draw down in the event there are unexpected movements in operating costs such as gate fees and overhead contributions.

The schedule of fees and charges are calculated in the appendices, and are to be reviewed annually and adopted by Council:

<b>Responsible Directorate:</b>	Corporate and Technical Services
<b>Reviewing Officer:</b>	Finance and Operations
<b>Decision making Authority:</b>	Council
<b>Policy Adopted:</b>	
<b>Policy Amended/Reviewed:</b>	
<b>Former Policy No.</b>	

**Appendix 1 – Schedule of Fees and Charges 2025/26**

<b>Rate Service Code</b>	<b>Description</b>	<b>Bin Collection System</b>	<b>2025/26 Charge</b>
R-01	Standard Residential Waste Charge	3-Bin FOGO System	\$412
C-01	Standard Commercial Waste Charge	3-Bin General Waste/Recycling and FOGO where appropriate	\$627
R-02	Waste Charge per Additional FOGO Bin - Residential	FOGO Bin,	\$158
R-03	Waste Charge per Additional Recycling Bin - Residential	Recycling Bin,	\$158
R-04	Waste Charge per Additional General Waste Bin - Residential	General Waste Bin	\$158
C-02	Waste Charge per Additional Recycling Bin - Commercial - Commercial	Recycling a	\$237
C-03	Waste Charge per Additional General Waste Bin - Commercial	General Waste bin	\$237
C-04	Waste Charge per Additional FOGO Bin - Commercial - Commercial	FOGO	\$237
RP01	Standard Residential Waste Charge – Concession property	3-Bin FOGO System	\$223.00
M-01	Bin Hire – private run events	FOGO, General Waste and Recycling	\$per bin x per lift
C-05	Concessional Service – Community Groups and Sporting Clubs	FOGO, General Waste and Recycling	\$0
R-05	Residential Recycling upgrade	240-360ltr Recycling	\$0.00
R-06	Residential General Waste upgrade	140-240ltr General Waste	\$100.00
C-06	Commercial Recycling upgrade	240-360ltr Recycling	\$100.00



## Appendix 2 – Rubbish Bin Request Form

# **RUBBISH BIN REQUEST NEW SERVICE OR ADDITIONAL BIN / CANCELLATION FORM**



This form is to be completed by the property owner or managing agent where a new bin service or additional bins are required, or to cancel additional bin services.

## **APPLICANT DETAILS**

Name: \_\_\_\_\_  
 Company: \_\_\_\_\_  
 Contact Number: \_\_\_\_\_ Mobile: \_\_\_\_\_  
 Email: \_\_\_\_\_

## **PROPERTY DETAILS**

Property Address: \_\_\_\_\_  
 Assessment Number: \_\_\_\_\_

## **PLEASE TICK WHAT RUBBISH SERVICE OR AMENDMENT OF RUBBISH SERVICE IS REQUIRED**

**Newly Built House / Property with no current bin service:** (new service request) ☐ Yes

**Note:** Standard residential services include: 1x 140L general waste bin (red lid), 1x 240L FOGO bin (lime green lid) & 1x 240L recycling bin (yellow lid).

**Removal of Rubbish Service (Demolition to occur)** ☐ Yes

Date of Demolition: \_\_\_\_\_ Demolition Contractor Name: \_\_\_\_\_

### **Additional Residential Bin Required:**

<b>Red Lid General Waste Bin - 140L</b>	Fee	\$250.00	<input type="checkbox"/> Yes	Comments: _____
Per additional service				
<b>Lime Green Lid FOGO Bin - 240L</b>	Fee	\$250.00	<input type="checkbox"/> Yes	Comments: _____
Per additional service				
<b>Yellow Lid Recycling Bin – 240L</b>	Fee	\$250.00	<input type="checkbox"/> Yes	Comments: _____
Per additional service				
<b>Cancel / Remove</b>				
Additional bin service	<input type="checkbox"/> Yes			Comments: _____

### **Additional Commercial Bin Required:**

<b>Red Lid General Waste Bin – 240L</b>	Fee	\$500.00	<input type="checkbox"/> Yes	Comments: _____
Per additional service				
<b>Lime Green Lid FOGO Bin – 240L</b>	Fee	\$250.00	<input type="checkbox"/> Yes	Comments: _____
Per additional service				
<b>Yellow Lid Recycling Bin – 240L</b>	Fee	\$500.00	<input type="checkbox"/> Yes	Comments: _____
Per additional service				
<b>Cancel / Remove</b>				
Additional bin service	<input type="checkbox"/> Yes			Comments: _____

Page 1 of 2

**DECLARATION OF PROPERTY OWNER or MANAGING AGENT**

*I have read and understand the rubbish services fees and conditions on this form and accept any applicable costs associated with this application.*

Signature:

Date:

**RUBBISH SERVICES FEES AND CONDITIONS**

- Rubbish Services are as per the Town of East Fremantle's Schedule of Fees and charges.
- Rubbish Service Fees are an annual fee and calculated on a pro-rata basis for ratable properties from the date the bin is delivered to the property. (Residential properties receive a 3 bin FOGO service within their rates, pro-rata fees apply to additional services).
- Additional charges will continue and be reflected on your rates notice until the Town of East Fremantle is advised in writing that you wish to discontinue the additional service.
- Provided all required information has been submitted to the Town, please allow up to seven business days for your request to be actioned.
- The Town undertakes random waste auditing annually. Residences that repeatedly misuse bins may have their bins removed (following discussions with the owner / occupier).
- The Town is committed to reducing its waste impact and is within its rights to reject additional bin requests.

**Please email the completed form to [admin@eastfremantle.wa.gov.au](mailto:admin@eastfremantle.wa.gov.au) for processing.**

OFFICE USE ONLY	
<b>Operations</b>	
Operations have actioned bin request <input type="checkbox"/> Complete	
New bin bar code numbers :	Bin Type
New bin bar code numbers :	Bin Type
New bin bar code numbers :	Bin Type
<b>Corporate Services</b>	
Rates Officer has updated Assessment Number	
Complete <input type="checkbox"/> Yes	
Interim Rates Notice Issued <input type="checkbox"/> Yes	

### **Appendix 3 – Process Map – Changes to the Rate Record**

(assuming form already provided)

Enquiry received and allocated by Customer Service to Operations

Operations perform the adjustment – delivery/removal of bin(s) – update request and reallocate to Customer Service.

Customer Service complete update to rating record (serial numbers and bin types) and assign to Revenue.

Revenue completes the request upon creating pro-rata rating adjustment on property.

Regulatory Services to provide all Demolition permits the refuse adjustment form to ensure bin removal prior to demolition.

(interims will be performed in arrears after awaiting any corresponding customer service reports from Veolia).

## Appendix 4 – Pricing Model

		Rate Category	Residential	Commercial	Residential	Commercial
		No Assessments	3147	126	96%	4%
		Total Costs	1,328,348	62,824		
Withdrawal from RRG 23/24		Fee per Property	422	499		
		DIRECT COSTS		INDIRECT COSTS		
COA	Description	LTFP 25				
010000	Materials and Contracts - Sanitation-Household Refuse - Activity Based Costing Allocated	\$83,492.52			80,278	3,214
E10100	Materials and Contracts - Sanitation-Household Refuse - Service Contracts - Waste Collection Costs - FOGO	\$154,685.03	154,685			
E10101	Materials and Contracts - Sanitation-Household Refuse - Service Contracts - Waste Collection Costs - Recycling	\$75,000.07	75,000			
E10102	Materials and Contracts - Sanitation-Household Refuse - Service Contracts - Waste Collection Costs - General Waste	\$78,536.37	78,536			
E10103	Materials and Contracts - Sanitation-Household Refuse - Service Contracts - Waste Collection Costs (Commercial Properties) - Recycling	\$3,202.89		3,203		
E10104	Materials and Contracts - Sanitation-Household Refuse - Service Contracts - Waste Collection Costs (Commercial Properties) - General Waste	\$18,868.12		18,868		
E10105	Materials and Contracts - Sanitation-Household Refuse - Service Contracts - Waste Collection Costs (Commercial Properties) - FOGO	\$0.00		0		
E10106	Materials and Contracts - Sanitation-Household Refuse - Service Contracts - Waste Collection Costs - Parks & Reserves	\$4,310.24			4,144	166
E10107	Materials and Contracts - Sanitation-Household Refuse - Service Contracts - Waste Collection Costs - Street Bins	\$23,037.50			22,151	887
E10108	Materials and Contracts - Sanitation-Household Refuse - Service Contracts - Waste Collection Costs - Alexandra Rd & East St (Bulk Service)	\$22,503.23	22,503			
E10109	Materials and Contracts - Sanitation-Household Refuse - Service Contracts - Gate Fees - Waste Disposal (Recycling)	\$63,723.53	59,900	3,823		
E10110	Materials and Contracts - Sanitation-Household Refuse - Service Contracts - Gate Fees - Waste Disposal - General Waste	\$179,034.60	168,293	10,742		
E10111	Materials and Contracts - Sanitation-Household Refuse - Service Contracts - Gate Fees - Waste Disposal - Fogo	\$234,460.96	220,393	14,068		
E10201	Materials & Contracts - Sanitation - Household Refuse - Waste Education - Better Bins Plus: Go FOGO	\$9,548.10	9,548			
E10203	Materials and Contracts - Sanitation-Household Refuse - Service Contracts - Ratepayer Tip Pass Fees	\$19,965.08	19,965			
E10204	Materials and Contracts - Sanitation-Household Refuse - Service Contracts - Annual Bulk & Green Waste	\$103,305.10	103,305			
E10205	Works Costing - Maintenance - Plant & Equipment - Implementation of Strategic Waste Plan	\$0.00			0	0
E10206	Employee Costs - Other Sanitation - Salaries & Wages - Waste Education	\$93,489.21			89,890	3,599
E10207	Materials and Contracts - Other Sanitation - Materials - Purchase Bins	\$27,185.60			26,139	1,047
E10208	Materials and Contracts - Other Sanitation - Service Contracts - Waste Removal - Bund (Wauhop)	\$32,622.68			31,367	1,256
E10210	Works Costing - Maintenance - Plant & Equipment - Street Bin Maintenance	\$36,422.52			35,020	1,402
E10212	Materials and Contracts - Sanitation-Household Refuse - Service Contracts - City Of Fremantle Contributions - Waste Facility	\$113,516.30	113,516			
E10221	Interest Expenses - Sanitation-Household Refuse - SMRC - Loan Interest Repayments	\$0.00			0	0
E10225	Other Expenditure - Other Sanitation - Contributions - Regional Waste Management	\$0.00			0	0
E10230	Employee Costs - Other Sanitation - Superannuation - Waste Education Officer	\$14,261.70			13,713	549
E10232	Materials and Contracts - Other Sanitation - Service Contracts - RRRC Overhead Contribution	\$0.00	0	0		
		<b>\$1,391,171.32</b>	<b>1,025,645</b>	<b>50,704</b>	<b>302,702</b>	<b>12,120</b>
I10080	Fees And Charges - Sanitation-Household Refuse - Discretionary - Domestic Service Charge (AASB 1058)	-\$29,098.12				
I10081	Fees And Charges - Sanitation-Household Refuse - Discretionary - Commercial Refuse (AASB 1058)	-\$93,741.73				
I10082	Fees and Charges - Sanitation - Discretionary - Sporting Club Service Charges (AASB 1058)	-\$6,249.45				

## 13.8 FREMANTLE CITY FOOTBALL CLUB - TRICOLORE EXTERNAL UPGRADES

<b>Report Reference Number</b>	OCR-3208
<b>Prepared by</b>	Nicholas King, Executive Manager Technical Services
<b>Supervised by</b>	Jonathan Throssell, Chief Executive Officer
<b>Meeting date</b>	Tuesday, 19 November 2024
<b>Voting requirements</b>	Simple Majority
<b>Documents tabled</b>	Nil
<b>Attachments</b>	Nil

**PURPOSE**

For Council to approve the Fremantle City Football Club (women's soccer) proposed external upgrades at Wauhop Park, to Town owned assets.

**EXECUTIVE SUMMARY**

The Fremantle City Football Club as part of a State Government Legacy grant have been provided \$300,000 to undertake upgrades to the facilities at Wauhop Park and Tricolore building. The majority of the works are planned to upgrade external assets such as fencing around the pitches, dugout upgrades and players race from the new change rooms down to the lower Wauhop pitch.

**BACKGROUND**

The club, as part of a State Government Legacy grant, have been provided \$300,000 to upgrade the women's facilities, which the club proposed and had approved a list of items, including the fit out of Tricolore building and minor internal changes. The list of external works proposed is below.

<b>Project Items for Wauhop Park Improvements</b>
Wauhop Park fencing refurbishment and main pitch fencing
Safety fencing – goal back fencing
Player Dug outs and match day seating
Match and training goals set up
Replacement nets for existing goals
Installation of dug outs, disposal of existing infrastructure
Resurface technical area (concrete)
Match day set up equipment
Resurface technical area (astro turf))
Player race to main pitch
Scoreboard and signage

The funding requirement from the State Government is that the works must be completed before the end of December 2024, and the funding acquitted early in 2025. Officers have assisted in the procurement of particular services, utilising the Town's existing contractors.



All of the major external works are proposed to begin in November 2024 and will be finished before the end of December 2024.

#### CONSULTATION

Officers have consulted with the Fremantle City Football Club weekly in relation to the ongoing progress of the project.

#### STATUTORY ENVIRONMENT

There are no statutory implications relevant to this item.

#### POLICY IMPLICATIONS

Policy 2.2.6 Requests for New or Capital Upgrades to Existing Community Buildings applies. All community organisations and sporting organisations seeking Council funding to upgrade existing community buildings are to make an application to the Town, to be approved by Council.

#### FINANCIAL IMPLICATIONS

There are no financial implications for the Town as part of these works.

#### STRATEGIC IMPLICATIONS

The following strategies are applicable from the Strategic Community Plan 2020-2030.

1.2.1 Provision of adequate facilities to support health and active lifestyles.

1.2.1.3 Provide community facilities and infrastructure in line with asset management planning.

#### RISK IMPLICATIONS

##### RISKS

Risk	Risk Likelihood (based on history & with existing controls)	Risk Impact / Consequence	Risk Rating (Prior to Treatment or Control)	Principal Risk Theme	Risk Action Plan (Controls or Treatment proposed)
Council do not approve the works within a suitable timeframe, and the Football club have to give back the State Government funding	Possible (3)	Minor (2)	Moderate (5-9)	REPUTATIONAL Substantiated, low impact, low news item	Accept Officer Recommendation



## RISK MATRIX

Consequence Likelihood		Insignificant	Minor	Moderate	Major	Extreme
		1	2	3	4	5
Almost Certain	5	Moderate (5)	High (10)	High (15)	Extreme (20)	Extreme (25)
Likely	4	Low (4)	Moderate (8)	High (12)	High (16)	Extreme (20)
Possible	3	Low (3)	Moderate (6)	Moderate (9)	High (12)	High (15)
Unlikely	2	Low (2)	Low (4)	Moderate (6)	Moderate (8)	High (10)
Rare	1	Low (1)	Low (2)	Low (3)	Low (4)	Moderate (5)

A risk is often specified in terms of an event or circumstance and the consequences that may flow from it. An effect may be positive, negative or a deviation from the expected and may be related to the following objectives: occupational health and safety, financial, service interruption, compliance, reputation and environment. A risk matrix has been prepared and a risk rating is provided below. Any items with a risk rating over 16 will be added to the Risk Register, and any item with a risk rating over 16 will require a specific risk treatment plan to be developed.

## RISK RATING

Risk Rating	6
Does this item need to be added to the Town's Risk Register	No
Is a Risk Treatment Plan Required	No

## SITE INSPECTION

Nil.

## COMMENT

The Fremantle City Football Club will be fully funding the proposed external works. However, some of the items, such as fencing around the ovals, safety fencing behind the goals and new dugouts, will come with longer term maintenance costs. The safety fencing behind the goals is the biggest unknown maintenance item, with annual inspections advised by the Town and possible maintenance of the fencing every year if fixtures or fittings become loose.

As a rule of thumb, annual operating expenses for new assets are approximately one percent of the capital cost, depending on the type of asset. Thus, annual maintenance expenditure up to \$3,000 can be expected. Maintenance requirements will be assessed as part of the Town's annual budget process.

Council Policy 2.2.6 requires clubs to fill in a New or Capital Upgrades to Existing Community Buildings form, with the relevant information. The club has done this, including provision of the supporting funding documentation submitted and approved by the State Government.

## CONCLUSION

Considering that Council is not being requested to provide capital funding for the external works and the money provided by the State Government is to upgrade the Towns infrastructure, it is recommended that works are approved.

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## 13.8 OFFICER RECOMMENDATION / COUNCIL RESOLUTION

**Council Resolution** Choose an item. Click or tap to enter a date.

**OFFICER RECOMMENDATION:**

**That Council:**

1. approves the Fremantle City Football Club to undertake the external asset upgrade works at Wauhop Park, with all costs borne by the Club.
2. advises the Fremantle City Football Club of the following approval conditions:
  - the Club agrees that the Town may at any time enter the premises and inspect the project and works, without notice.
  - the Club shall ensure the engagement of suitably qualified professional services to undertake the works.
  - if excavation works are to be undertaken, correct procedures such as dial before you dig must be followed. The Club will be liable for any damage.
  - appropriate signage/buffers be erected should works create a public hazard.

---

## REPORT ATTACHMENTS

No Attachments

## 13.9 FREMANTLE CITY FOOTBALL CLUB - TRICOLORE BUILDING UPGRADES

<b>Report Reference Number</b>	OCR-3125
<b>Prepared by</b>	Nicholas King, Executive Manager Technical Services
<b>Supervised by</b>	Jonathan Throssell, Chief Executive Officer
<b>Meeting date</b>	Tuesday, 19 November 2024
<b>Voting requirements</b>	Absolute Majority
<b>Attachments</b>	

1. Tricolore building drawings
2. Quote (Confidential)

## PURPOSE

Council is requested to consider:

1. approving the proposal from the Fremantle City Football Club to upgrade the Tricolore Community Building as per the attached drawings.
2. a financial contribution to the project.

## EXECUTIVE SUMMARY

The Fremantle City Football Club as part of a State Government Legacy grant have been provided \$300,000 to undertake upgrades to the facilities at Wauhop Park and Tricolore building. The majority of the work is planned to upgrade external assets such as fencing around the pitches, dugout upgrades and players race from the new change rooms down to the lower Wauhop pitch.

As part of the funding, works are planned for the Tricolore building, including minor internal changes to the walls. The estimated cost of the building works is \$33,000 ex GST as per the attached quote. The Fremantle City Football Club has a remaining budget of approximately \$11,000 to complete the building works after the external works are completed. Thus, \$22,000 in additional funding is required.

## BACKGROUND

Following the displacement of the Fremantle City Football Club, the club have been waiting for the new changing room to be completed to be able to once again access Tricolore building. Now that the new change room is near completion, the club are eager to move back into Tricolore to utilise the facility.

As noted in an accompanying report, the Club secured a State Government Legacy grant of \$300,000 to upgrade the facilities at Wauhop Park and Tricolore. This grant encompassed a range of items, including the fit out of Tricolore building and minor internal changes. The list below shows the project items that will impact the Tricolore building.

Project Items for Wauhop Park Improvements
Match Day Public Address and AV system
White boards and sports coaching boards for changerooms
TV for WNPL changeroom for match review and analysis
Strength and conditioning equipment
Internal building changes, including new walls & doors to better utilise the space

The funding requirement from the State Government is that the works must be completed before the end of December 2024, and the funding acquitted early in 2025. Officers have assisted in the procurement of particular services, utilising the Town's existing contractors.

All of the major external works are proposed to begin in November 2024 and will be finished before the end of December 2024.

## CONSULTATION

Officers have consulted with the Fremantle City Football Club weekly in relation to the ongoing progress of the project.

The East Fremantle Football Club (EFFC) has been consulted with respect to "make good" requirements following their vacation of the Tricolore building in accordance with the provisions of the Licence Agreement. A drawing of the 11 stud walls to be removed has been provided to EFFC and each of the walls has been physically marked. In an email to the Town dated 13 November 2024, the EFFC confirmed that they will arrange a team of builders and volunteers to carry out the demolition works and prepare the area for the building works to commence.

## STATUTORY ENVIRONMENT

Should a budget variation be approved, an absolute majority decision of Council is required pursuant to section 6.8 of the *Local Government Act 1995*.

## POLICY IMPLICATIONS

Policy 2.2.6 Requests for New or Capital Upgrades to Existing Community Buildings applies. All community organisations and sporting organisations seeking Council funding to upgrade existing community buildings are to make an application to the Town, to be approved by Council.

## FINANCIAL IMPLICATIONS

The estimated cost of the building works is \$33,000 ex GST, excluding the removal and disposal of the internal stud walls.

Funding is proposed as follows:

- Fremantle City Football Club      \$11,000
- Town of East Fremantle      \$22,000 (to be funded from the Strategic Asset Management Reserve)

The Town's Predictive Asset Renewal model does identify \$160,000 in fit-out expenditure of Tricolore in 2034. By completing the proposed upgrade, the Town will be able to defer planned future renewal works by an extended period. In effect, Council is being requested to bring these works forward to defer future costs.

Data Source	Asset No.	Asset Name	Location	Asset Class	Asset Sub Class	Component	Total Useful Life	Remaining Useful Life	Minimum Useful Life	Revaluation Date	Replacement Date as per Valuation Report	Adjusted Replacement Date FY	Fair Value	Replacement Cost	Annual Depreciation	Check - Don't Delete	(RC less Residual) / Whole of Life	10
JLL Buildings	B017A	Community Centre East Fremantle Tricolore	Wauhop Road	Buildings	Specialised	Sub Structure	72	18	0	2023	2041	2041	42,500	170,000	2,361	ToEF	2,361	-
JLL Buildings	B017B	Community Centre East Fremantle Tricolore	Wauhop Road	Buildings	Specialised	Super Structure	60	15	0	2023	2038	2038	130,000	520,000	8,667	ToEF	8,667	-
JLL Buildings	B017C	Community Centre East Fremantle Tricolore	Wauhop Road	Buildings	Specialised	Roof	48	17	0	2023	2040	2040	92,080	260,000	5,417	ToEF	5,417	-
JLL Buildings	B017D	Community Centre East Fremantle Tricolore	Wauhop Road	Buildings	Specialised	Finishes & Fittings	30	11	0	2023	2034	2034	58,670	100,000	5,333	ToEF	5,333	100,000
JLL Buildings	B017E	Community Centre East Fremantle Tricolore	Wauhop Road	Buildings	Specialised	Services	48	17	0	2023	2040	2040	219,580	620,000	12,917	ToEF	12,917	-
JLL Buildings	B018A	Change Rooms East Fremantle Tricolore	Wauhop Road	Buildings	Specialised	Sub Structure	72	18	0	2023	2041	2041	13,000	52,000	722	ToEF	722	-
JLL Buildings	B018B	Change Rooms East Fremantle Tricolore	Wauhop Road	Buildings	Specialised	Super Structure	60	15	0	2023	2038	2038	40,000	160,000	2,667	ToEF	2,667	-
JLL Buildings	B018C	Change Rooms East Fremantle Tricolore	Wauhop Road	Buildings	Specialised	Roof	48	17	0	2023	2040	2040	27,630	78,000	1,625	ToEF	1,625	-
JLL Buildings	B018D	Change Rooms East Fremantle Tricolore	Wauhop Road	Buildings	Specialised	Finishes & Fittings	30	11	0	2023	2034	2034	17,230	47,000	1,567	ToEF	1,567	47,000
JLL Buildings	B018E	Change Rooms East Fremantle Tricolore	Wauhop Road	Buildings	Specialised	Services	48	17	0	2023	2040	2040	67,290	190,000	3,958	ToEF	3,958	-

## STRATEGIC IMPLICATIONS

The following strategies are applicable from the Strategic Community Plan 2020-2030.

## 1.2.1 Provision of adequate facilities to support health and active lifestyles.

## 1.2.1.3 Provide community facilities and infrastructure in line with asset management planning.

## RISK IMPLICATIONS

## RISKS

Risk	Risk Likelihood (based on history & with existing controls)	Risk Impact / Consequence	Risk Rating (Prior to Treatment or Control)	Principal Risk Theme	Risk Action Plan (Controls or Treatment proposed)
Unacceptable delay with the proposed building upgrade due to failure of East Fremantle Football Club to agree to restoration costs	Possible (3)	Moderate (3)	Moderate (5-9)	REPUTATIONAL Substantiated, public embarrassment, moderate impact, moderate news profile	Accept Officer Recommendation

## RISK MATRIX

Consequence Likelihood		Insignificant	Minor	Moderate	Major	Extreme
		1	2	3	4	5
Almost Certain	5	Moderate (5)	High (10)	High (15)	Extreme (20)	Extreme (25)
Likely	4	Low (4)	Moderate (8)	High (12)	High (16)	Extreme (20)
Possible	3	Low (3)	Moderate (6)	Moderate (9)	High (12)	High (15)
Unlikely	2	Low (2)	Low (4)	Moderate (6)	Moderate (8)	High (10)
Rare	1	Low (1)	Low (2)	Low (3)	Low (4)	Moderate (5)

A risk is often specified in terms of an event or circumstance and the consequences that may flow from it. An effect may be positive, negative or a deviation from the expected and may be related to the following objectives: occupational health and safety, financial, service interruption, compliance, reputation and environment. A risk matrix has been prepared and a risk rating is provided below. Any items with a risk rating over 16 will be added to the Risk Register, and any item with a risk rating over 16 will require a specific risk treatment plan to be developed.

## RISK RATING

Risk Rating	9
Does this item need to be added to the Town's Risk Register	No
Is a Risk Treatment Plan Required	No

## SITE INSPECTION

Officers have had several site inspections with the Fremantle City Football Club and Contractors to seek quotes for the proposed works.

## COMMENT

As part of the work, the Fremantle City Football Club has drawn up plans to better utilise the Tricolore building. As seen in the attachment, the area is split into four, being a gym, recovery room, meeting room and function space. The plans include the demolition of several internal (non-structural) stud walls, the installation of two larger stud walls, two smaller stud walls, and four doors.

The project cost of \$33,000 is dependent on the East Fremantle Football Club undertaking the removal of the internal stud walls. If this work is not completed, then the project cost will increase to \$43,600 ex GST, and additional Town funding will be required given the Fremantle City Football Club do not have further funds to allocate to the project. The Town will have the option of recovering this cost from EFFC should they not complete required works in a timely manner.

### 13.9 OFFICER RECOMMENDATION / COUNCIL RESOLUTION

**Council Resolution** Choose an item. Click or tap to enter a date.

#### OFFICER RECOMMENDATION:

That Council:

1. approves the proposed upgrade to the Tricolore Community Building as per the attached drawings.
2. notes the project budget of \$33,000 ex GST is dependent on the East Fremantle Football Club removing and disposing of the 11 internal stud walls (demolition works) that were erected during their Licence Term.
3. notes that the East Fremantle Football Club has advised the Town in writing that they will arrange for the demolition works and prepare the area for project works to commence.
4. resolves, that in the event that the East Fremantle Football Club is unable to complete the demolition works by the 30 November 2024, building works will proceed and these costs will be recovered from the East Fremantle Football Club in accordance with the notices previously provided.
5. pursuant to section 6.8 of the *Local Government Act 1995*, approves by absolute majority, a budget contribution of \$22,000 to this project, to be funded from the Strategic Asset Management Reserve.
6. resolves that contractors cannot be engaged to commence building works until a Funding Agreement has been executed between the Town of East Fremantle and Fremantle City Football Club detailing the following funding contributions:
  - Fremantle City Football Club     \$11,000
  - Town of East Fremantle             \$22,000
7. approves the Fremantle City Football Club to project manage building works with the following conditions to be inserted into the Funding Agreement:
  - The Club shall ensure the engagement of suitably qualified professional services to undertake the work. The Club shall ensure that certification in writing is received from the builder confirming that works have been completed as agreed by the parties and to appropriate standards.
  - The parties agree that the Club is responsible for funding any additional expenditure above the Town's contribution should there be a budget over-run.
  - The Club agrees that the Town may at any time enter the premises and inspect the project and works, without notice.
  - All work must consider disability access requirements.



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## REPORT ATTACHMENTS

Attachments start on the next page



- NOTES
- 1.1 - All dimensions on plan, new & existing, to be checked on site prior to commencement of work or placing of orders.
  - 1.2 - Location of existing sewer, electrical and gas run/ pipes affecting proposal to be confirmed prior to commencement of works
  - 1.3 - Any discrepancies on drawings to be reported to the designer immediately.
  - 1.4 - Designer accepts no responsibility for expenses or costs incurred due to failure to comply with items 1,2 & 3 above.
  - 1.5 - Designer accepts no responsibility for any copyright infringement notice lodged against plan prepared in accordance with owners brief and instructions.
  - 1.6 - All work to comply with the NCC, relevant Australian Standards Codes, requirements of Local and Government Authorities and to normal good building practice.
  - 1.7 - Use figured dimensions in preference to scaled dimensions.
  - 1.8 - All materials, fixtures, fittings and building components to conform to, & to be supplied and installed in accordance with the manufacturer's specifications & details.
  - 1.9 - All work to be carried out by qualified building tradesmen or supervised apprentices under supervision of certified Building Supervisor.
  - 1.10 - All work to conform to Occupation Safety & Health Act 1984
  - 1.11 - These drawings to be read in conjunction with builder's Specification, Engineer's and Survey drawings
  - 1.12 - These drawings to be signed off by builder, owner and witnessed before submission for council approval or Tendering.



JOB No.	DWG TITLE	SCALE:	DATE:	PAGE:
24-009	WAUHOP CLUB HOUSE - EXISTING PLAN	1:100	7/10/2024	1 OF 3
	PROJECT ADDRESS	DRAWN BY:		
	WAUHOP PARK, EAST FREMANTLE	CORAL BUXEY		



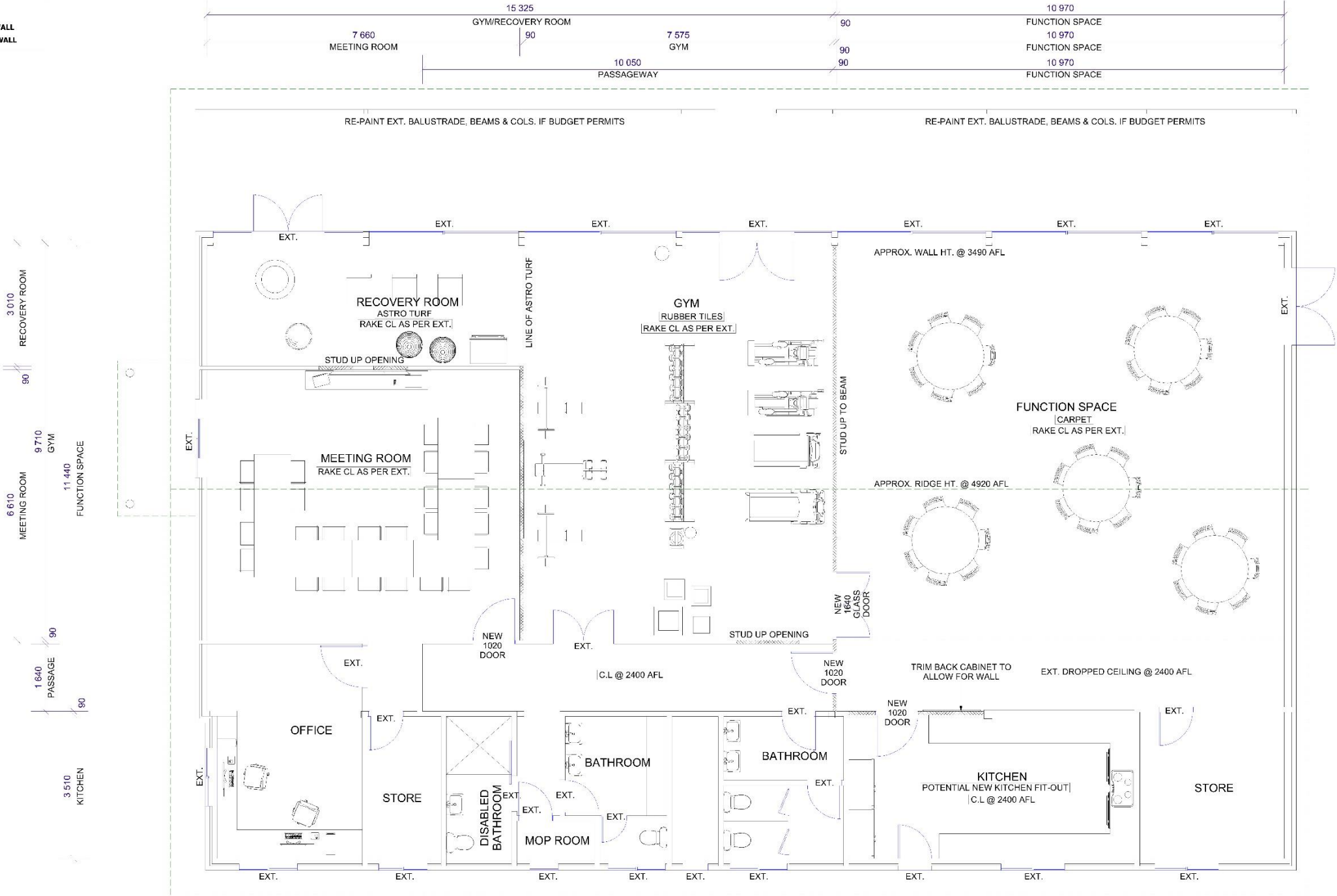
- NOTES
- 1.1 - All dimensions on plan, new & existing, to be checked on site prior to commencement of work or placing of orders.
  - 1.2 - Location of existing sewer, electrical and gas run/ pipes affecting proposal to be confirmed prior to commencement of works
  - 1.3 - Any discrepancies on drawings to be reported to the designer immediately.
  - 1.4 - Designer accepts no responsibility for expenses or costs incurred due to failure to comply with items 1,2 & 3 above.
  - 1.5 - Designer accepts no responsibility for any copyright infringement notice lodged against plan prepared in accordance with owners brief and instructions.
  - 1.6 - All work to comply with the NCC, relevant Australian Standards Codes, requirements of Local and Government Authorities and to normal good building practice.
  - 1.7 - Use figured dimensions in preference to scaled dimensions.
  - 1.8 - All materials, fixtures, fittings and building components to conform to, & to be supplied and installed in accordance with the manufacturer's specifications & details.
  - 1.9 - All work to be carried out by qualified building tradesmen or supervised apprentices under supervision of certified Building Supervisor.
  - 1.10 - All work to conform to Occupation Safety & Health Act 1984
  - 1.11 - These drawings to be read in conjunction with builder's Specification, Engineer's and Survey drawings
  - 1.12 - These drawings to be signed off by builder, owner and witnessed before submission for council approval or Tendering.



JOB No.	DWG TITLE	SCALE:	DATE:	PAGE:
24-009	WAUHOP CLUB HOUSE - DEMOLITION PLAN	1:100	7/10/2024	2 OF 3
	PROJECT ADDRESS	DRAWN BY:		
	WAUHOP PARK, EAST FREMANTLE	CORAL BUXEY		

WALL LEGEND

EXISTING WALL  
NEW STUD WALL



NOTE:  
- NEW STUD WALLS TO ALIGN W/- EXT. COLUMNS. BUILDER TO CONFORM DIMENSIONS ON SITE

- NOTES
- 1.1 - All dimensions on plan, new & existing, to be checked on site prior to commencement of work or placing of orders.
  - 1.2 - Location of existing sewer, electrical and gas run/ pipes affecting proposal to be confirmed prior to commencement of works
  - 1.3 - Any discrepancies on drawings to be reported to the designer immediately.
  - 1.4 - Designer accepts no responsibility for expenses or costs incurred due to failure to comply with items 1,2 & 3 above.
  - 1.5 - Designer accepts no responsibility for any copyright infringement notice lodged against plan prepared in accordance with owners brief and instructions.
  - 1.6 - All work to comply with the NCC, relevant Australian Standards Codes, requirements of Local and Government Authorities and to normal good building practice.
  - 1.7 - Use figured dimensions in preference to scaled dimensions.
  - 1.8 - All materials, fixtures, fittings and building components to conform to, & to be supplied and installed in accordance with the manufacturer's specifications & details.
  - 1.9 - All work to be carried out by qualified building tradesmen or supervised apprentices under supervision of certified Building Supervisor.
  - 1.10 - All work to conform to Occupation Safety & Health Act 1984
  - 1.11 - These drawings to be read in conjunction with builder's Specification, Engineer's and Survey drawings
  - 1.12 - These drawings to be signed off by builder, owner and witnessed before submission for council approval or Tendering.



JOB No. 24-009  
DWG TITLE WAUHOP CLUB HOUSE - PROPOSED PLAN  
PROJECT ADDRESS WAUHOP PARK, EAST FREMANTLE

SCALE: 1:100  
DRAWN BY: CORAL BUXEY

DATE: 7/10/2024  
PAGE: 3 OF 3

## 13.10 GREENING (VERGE POLICY, GREENING GUIDELINES AND TREE SPECIES PLANTING LIST)

<b>Report Reference Number</b>	OCR-3025
<b>Prepared by</b>	Andrew Malone, Executive Manager Regulatory Services
<b>Supervised by</b>	Jonathan Throssell, Chief Executive Officer
<b>Meeting date</b>	Tuesday, 19 November 2024
<b>Voting requirements</b>	Simple Majority
<b>Documents tabled</b>	Nil
<b>Attachments</b>	
	1. Verge Greening Guidelines
	2. Verge Policy
	3. Tree Species Planting List

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**PURPOSE**

The purpose of this report is to present the proposed Verge Treatment Policy, Verge Greening Guidelines, and the updated Tree Species Planting List—the species list was previously included in the Urban Streetscape and Public Realm Style Guide. All documents to Council for consideration and adoption.

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**EXECUTIVE SUMMARY**

The proposed updates to the Verge Treatment Policy, Verge Greening Guidelines, and the Tree Species Planting List are essential steps towards achieving the Town’s strategic environmental objectives. These revisions directly address the growing challenges posed by climate change, the threat of the PHSB, and the community’s need for more accessible and sustainable landscaping practices.

The streamlined processes outlined in the updated policy and guidelines will significantly reduce the administrative burden on residents, enabling them to contribute to the Town’s greening efforts with fewer obstacles. By simplifying the requirements for waterwise verge treatments and providing a clear, updated Tree Species Planting List, the Town can better support its commitment to increasing canopy cover, enhancing biodiversity, and creating resilient urban green spaces.

Furthermore, the Town’s proactive approach in removing reproductive host species from the planting list and prioritising trees with high survival rates in low-irrigation areas reflects a forward-thinking strategy that addresses both current and future environmental risks.

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**BACKGROUND**

The Verge Treatment Policy and Verge Greening Guidelines have been updated to streamline and encourage the installation of soft landscaping in local road verges. The revisions focus on utilising vegetation to create permeable surfaces that achieve several important goals: enhancing liveability and biodiversity by establishing green, waterwise corridors; mitigating urban heat with shaded areas that address climate change; protecting water quality by reducing hazardous stormwater runoff; and improving aesthetics and public health through enhanced streetscapes.

The updated policy aligns with the Water Corporation’s Waterwise Verge Best Practice Guidelines and complies with the Town of East Fremantle’s Public Places and Local Government Property Local Law 2016. It simplifies guidelines for verge treatments, allowing residents to install mulch, maintained native and waterwise gardens, and drought-tolerant grasses without needing formal approval from the Town.

Approval is only required for edible plants or irrigation systems that may impact the verge or impact on human health. The redesigned Verge Greening Guidelines now integrate information from the Climate Emergency Strategy and Action Plan, address the impacts of the Polyphagous Shot Hole Borer (PHSB), and consider the effects of climate change on urban forest. Additionally, the guidelines offer information on waterwise species and current incentives to support residents in upgrading their verges.

Since the Polyphagous Shot Hole Borer (PHSB) was first detected in Australia in August 2021, the Department of Primary Industries and Regional Development (DPIRD) has been actively monitoring and managing the pest. The Tree Species Planting List has been separated from the Urban Streetscape and Public Realm Style Guide to reflect ongoing changes to DPIRD's PHSB Host List. The updated list now excludes reproductive host species—where the beetle establishes and reproduces—and includes species approved by the Water Corporation, with high survival rates in low-irrigation areas. This update addresses heat stress concerns and will aim to reduce replacement costs by ensuring selected trees are resilient and well-suited to local conditions.

In 2021, the Town applied for Round 1 of the Urban Canopy Grant, funded by the Water Corporation and provided by the WA Local Government Association (WALGA). In June 2024, the Town applied for over 4,000 plants, including 111 trees and 3,958 understory plants, to be planted at locations across the Town. The total funding request amounted to \$33,670.30 (including GST). Key aspects of this project include:

- **Waterwise and Biosecurity Considerations:** All species will be waterwise, non-reproductive PHSB species, and native to WA or Australia and in line with the proposed tree species list.
- **Consultation and Recommendations:** All understory plantings were recommended by APACE Nursery for the East Fremantle area.
- **Site Selection Criteria:** Sites were chosen based on CSIRO data regarding Urban Heat Index (UHI), focusing on areas 5-7 degrees hotter than their surroundings with Urban Canopy coverage of 5-15%.

#### Funding Outcomes:

The project titled 'Greening the Town' (grant application UGR204) has secured \$30,609.36 (ex GST) in funding. This includes:

- \$10,135.00 (ex GST) for tree purchases
- \$8,019.56 (ex GST) for understory purchases
- \$12,454.80 (ex GST) for supporting services and necessary items for the installation, establishment, and growth of plants

Trees are scheduled for planting in Winter 2025, with potential involvement from the Climate Action Reference Group (CARG) during community planting days. All plantings will adhere to the recommendations set out in the updated policy, greening guidelines and tree species list.

It is anticipated that the verge area surrounding East Fremantle Community Park can serve as an educational park for the wider community regarding the uptake of waterwise verges, supported by additional signage.

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#### STATUTORY ENVIRONMENT

Nil

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#### POLICY IMPLICATIONS

If adopted, this Policy will update the existing policy, and guide residents wishing to landscape their verges. The Tree Species List will serve as an internal document guiding planting in the Town. The Town will retain the right to plant outside the specified list if required and reserves the right to remove trees from the list should they be identified as PHSB host species.



## FINANCIAL IMPLICATIONS

To better support the increase in urban greening in the Town it is proposed that:

- Recommend on a longer term allocating additional funds to strengthen Council's commitment to urban greening. The current budget for the purchase of new verge trees and the replacement of existing trees should be reviewed and increased to ensure sufficient resources are available to meet the Town's urban greening goals. Additional funding also to allow the Town to engage a contractor to undertake tree planting on behalf of the Town.
- Urban Greening Strategy: Recommend the development of a comprehensive Urban Greening Strategy to guide the strategic planning, planting, and management of urban green spaces within the Town. This strategy would include a full audit of all tree stock in the Town and provide a clear framework for enhancing the Town's green infrastructure and increasing resilience to both climate and biohazard impacts. This project is identified in the Corporate Business Plan 2024-2028.

## STRATEGIC IMPLICATIONS

The updates to these three documents will align with and advance Strategic Objective 3 – Green Spaces, as outlined in both the Climate Emergency Strategy (CES) and the Climate Emergency Action Plan (CEAP). These updates will also further support the six strategic priorities endorsed in the Corporate Business Plan and budget in June 2024.

Council's commitment to enhancing urban forest canopy and greening initiatives is reflected in the careful selection and management of tree species that are better suited to a warming climate, resistant to the PSHB, and supportive of wildlife corridors. Additionally, the update has also identified the limitations in the Town's planting capacity and showcases that the Town will need to increase financial support outside of grants to ensure planting is increased.

### STRATEGIC OBJECTIVE 2: GREEN SPACES (CES) - 2022-2032

- 2.1 Council is committed to increasing the Town's total vegetation canopy cover to 30% by 2030.
- 2.2 Council will support greening initiatives on both public and private land.
- 2.3 Council will collaborate with multidisciplinary organizations to expand and protect green spaces.

### STRATEGIC OBJECTIVE 2: GREEN SPACES (CEAP) – 2023-2033

#### Council

- 2.1 Develop and implement an Urban Forest Strategy, which should include:
  - Tree registry including species, age, health and expected lifespan.
  - Climate tolerant vegetation with prioritisation of planting in areas of high pedestrian and cycling use.
  - Plant more native and climate tolerant vegetation along the river to treat and improve quality of stormwater run-off and reduce shoreline erosion.
  - Tree removal offset options.
- 2.2 Review and update the Town of East Fremantle's strategies and management plans to incorporate urban greening where relevant.
- 2.3 Collaborate with other Local Governments and organisations on effective urban greening strategies.

#### Community

- 2.4 Incentivise community-based solutions e.g. adopt a verge program, community planting days, community gardens, memorial tree planting.
- 2.5 Develop a planning policy to recommend a minimum tree canopy or plant density for all new developments and avoid clearing trees where practical.
- 2.6 Education campaign on plant species appropriate to the changing climate, waterwise gardens and verges and the benefits of shrubs and trees over lawns.

**Advocacy Actions**

- 2.7 Advocate for Model Scheme text to set minimum requirements for green space, canopy cover and offsetting of any removed trees for new developments.
- 2.8 Advocate for protection of green areas on private land in relevant State legislation.

**Strategic Priority Areas (2024-2028)**

Over the next four years, the Town will concentrate on six strategic priorities identified in the Corporate Business Plan 2024-2028:

- Climate action and natural environment
- Protecting the character of the Town's built environment, including heritage
- East Fremantle Community Park
- Town Centre revitalisation
- Communication and engagement
- Modern business systems

**RISK IMPLICATIONS****RISKS**

Risk	Risk Likelihood (based on history & with existing controls)	Risk Impact / Consequence	Risk Rating (Prior to Treatment or Control)	Principal Risk Theme	Risk Action Plan (Controls or Treatment proposed)
Delayed action to address the loss of tree stock in the Town, resulting in tree deaths.	Unlikely (2)	Major (4)	Moderate (5-9)	FINANCIAL IMPACT More than \$1,000,000	Manage by increasing resourcing and funding to ensure

**RISK MATRIX**

Consequence Likelihood		Insignificant	Minor	Moderate	Major	Extreme
		1	2	3	4	5
Almost Certain	5	Moderate (5)	High (10)	High (15)	Extreme (20)	Extreme (25)
Likely	4	Low (4)	Moderate (8)	High (12)	High (16)	Extreme (20)
Possible	3	Low (3)	Moderate (6)	Moderate (9)	High (12)	High (15)
Unlikely	2	Low (2)	Low (4)	Moderate (6)	Moderate (8)	High (10)
Rare	1	Low (1)	Low (2)	Low (3)	Low (4)	Moderate (5)

A risk is often specified in terms of an event or circumstance and the consequences that may flow from it. An effect may be positive, negative or a deviation from the expected and may be related to the following objectives: occupational health and safety, financial, service interruption, compliance, reputation and environment. A risk matrix has been prepared and a risk rating is provided below. Any items with a risk rating over 16 will be added to the Risk Register, and any item with a risk rating over 16 will require a specific risk treatment plan to be developed.

**RISK RATING**

Risk Rating	8
Does this item need to be added to the Town's Risk Register	No
Is a Risk Treatment Plan Required	No

---

## SITE INSPECTION

N/A

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## COMMENT

This report outlines the rationale for proposed changes to the Verge Treatment Policy, Verge Greening Guidelines, and the updated Tree Species Planting List. These updates are essential to address the impacts of climate change and current biosecurity hazards—particularly the threat posed by the Polyphagous Shot Hole Borer (PHSB)—while also supporting increased biodiversity, such as providing food and habitat for native species such as Carnaby's cockatoos.

During the Annual Electors' Meeting (AEM) on 27 February 2024, two motions were carried that led to Council's resolution directing the Town's CEO to investigate and recommend amendments to the Town's Verge Policy and associated Guidelines. These amendments include:

- a) removing the requirement for submitting plans for verge gardens composed entirely of waterwise species that conform to the Town's Greening Guidelines.
- b) amending the 1.5m setback requirements, where appropriate, to enhance native vegetation and verge planting while maintaining visual sightlines for pedestrian and vehicle safety.

The Town of East Fremantle has been recognised as a Waterwise Council since May 2020 and achieved Gold Waterwise Council status in 2022, both the Verge Policy and Greening guidelines were requirements in ensuring the Town became a Waterwise Council. The Verge Policy and Greening Guidelines, first adopted by Council in May 2021, have now been updated to reflect the Town's evolving environmental challenges and community needs.

The updated Verge Policy and Greening Guidelines respond to community concerns about the complexities and labour demands associated with installing waterwise verges. These revisions aim to streamline the process for residents, making it easier to enhance their verges while promoting sustainable landscaping practices. The updates align with the Town's Waterwise status, further supporting the Town's commitment to sustainable and environmentally-friendly practices.

The Tree Species Planting List has also been revised and separated from the Urban Streetscape and Public Realm Style Guide to better support council officers in maintaining a resilient urban forest. The proposed list includes waterwise species (from the Water Corporation's Waterwise Tree Species list), non-host species for the PHSB, and a mix of endemic and exotic species to promote genetic diversity and overall ecosystem health. These updates will only affect future plantings and officers acknowledge the value of the current urban forest.

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## CONCLUSION

The proposed updates to the Verge Treatment Policy, Verge Greening Guidelines, and the Tree Species Planting List represent a comprehensive and necessary response to the Town's evolving environmental challenges. These revisions will simplify the process for residents to create waterwise verges, align with the Town's status as a Gold Waterwise Council, and ensure the sustainability of the Town's urban forest in the face of climate change and biosecurity threats. Adoption of these updates will reinforce the Town's commitment to enhancing green spaces, promoting biodiversity, and supporting community-led greening initiatives. It is recommended that Council adopt the proposed policy, guidelines, and planting list to continue advancing these important objectives.

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### 13.10 OFFICER RECOMMENDATION

**Council Resolution** Choose an item. Click or tap to enter a date.

**OFFICER RECOMMENDATION:**

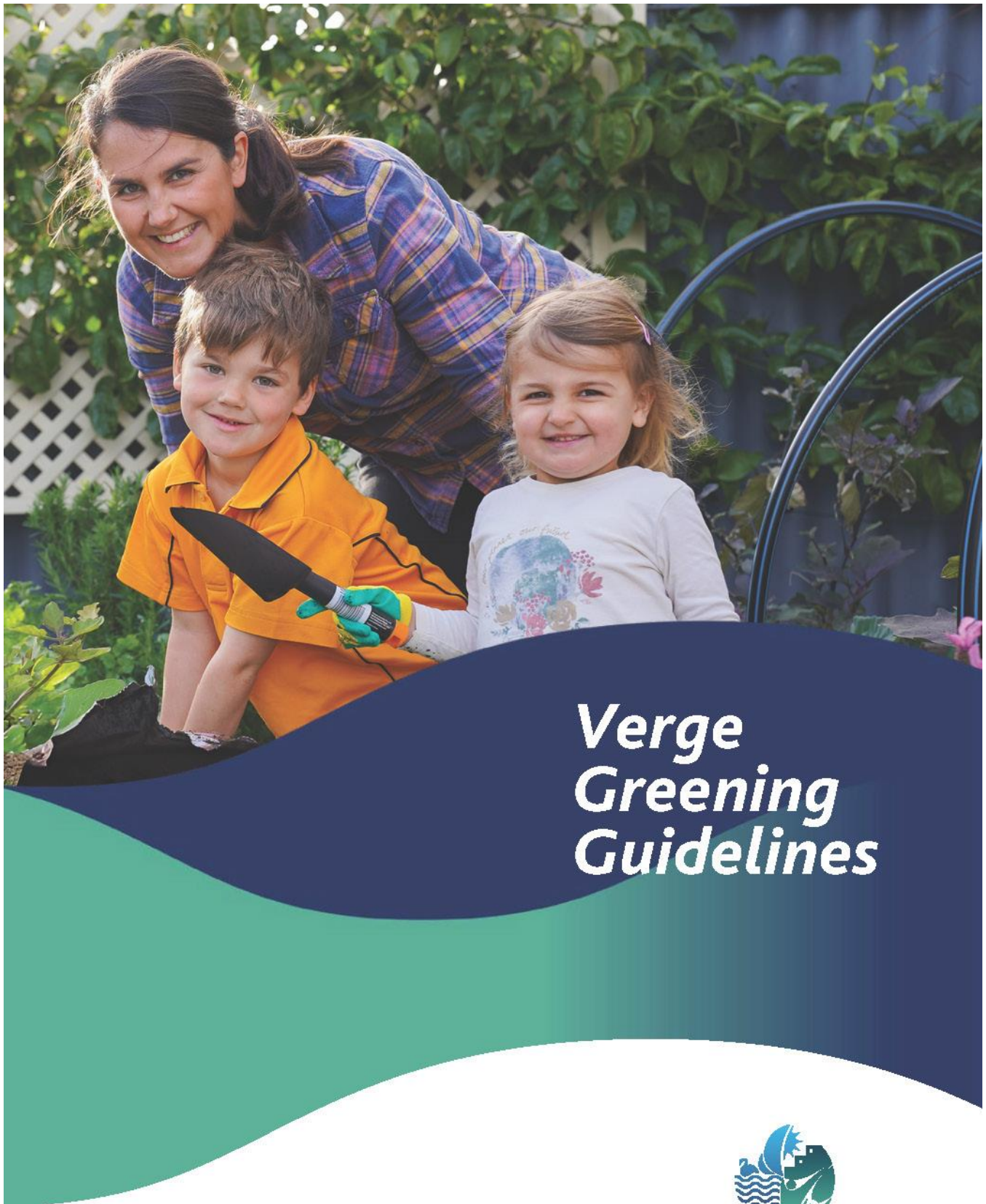
**That Council:**

1. **adopts the Proposed Verge Treatment Policy and Verge Greening Guidelines.**
2. **approves the Updated Tree Species Planting List and separation from the Urban Streetscape and Public Realm Style Guide.**

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### REPORT ATTACHMENTS

Attachments start on the next page



# Verge Greening Guidelines



TOWN *of*  
**EAST FREMANTLE**  
Growth Lifestyle Sustainability

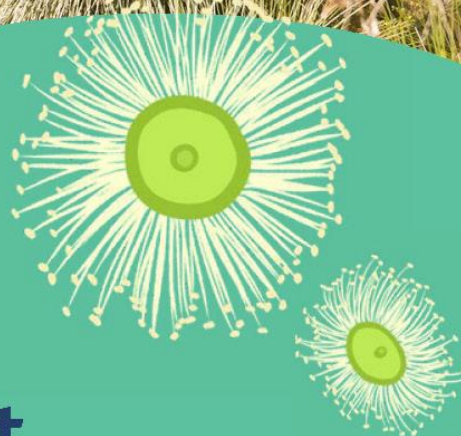




# Contents

Acknowledgement of Country	3
Climate Emergency - Strategic Objective 2 - Green Spaces	5
What is the Street Verge?	6
Why Create a Waterwise Native Verge?	7
Approved Verge Treatments	8
Verge Treatments Requiring Approval	9
Unapproved Verge Treatments	9
Services and Responsibilities	10
Utility Locations	10
Residential Incentives	12
Tiny Beetle Causing Big Problems	13
Selecting the right plants for your verge	14
Designing a Verge Garden	15





# Acknowledgement of Country

The Town of East Fremantle acknowledges the Whadjuk people of the Nyoongar nation as the Traditional Custodians of the lands on which East Fremantle exists.

We pay our respects to ancestors and Elders past, present and acknowledge their continued custodianship of Country. We are committed to honouring Australian Aboriginal and Torres Strait Islander peoples' unique cultural and spiritual relationships to the land, water and sea, and their rich contribution to society. We acknowledge the thousands of years of caring for Country.

We acknowledge that Aboriginal and Torres Strait Islander people are often more vulnerable to the impacts of climate change due to the social and economic inequality they experience as a result of colonialism. We acknowledge Aboriginal and Torres Strait Islander culture as the oldest continuous living culture in the world. Responding to the climate emergency offers the opportunity to embrace Aboriginal and Torres Strait Islander perspectives, science, knowledge and work together to ensure sustainable land use practices and climate change mitigation and adaptation.







## STRATEGIC OBJECTIVE 2: GREEN SPACES



*The Town's Climate Emergency Strategy (CES) and Climate Emergency Action Plan (CEAP) are based on seven Strategic Objectives. Strategic Objective 2, Green Spaces, focuses on urban green spaces including nature reserves, parks, private gardens, and street trees, all of which are essential for healthy and sustainable communities.*

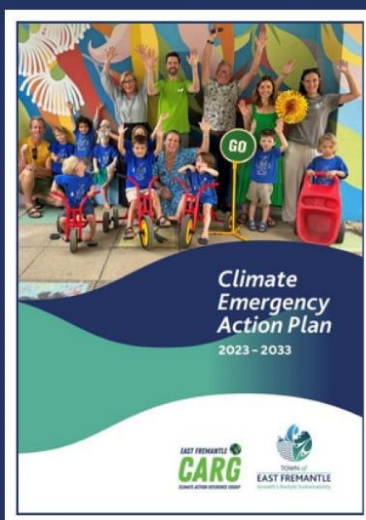
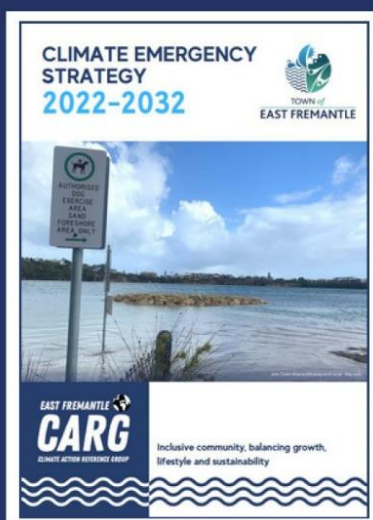
Green spaces act as the lungs for urban environments, aiding in the filtration of pollutants, reducing the levels of urban heat, providing habitat for wildlife, improving aesthetics and improving the physical and mental health of the community.

Interconnected green spaces across public and private land are crucial to creating resilient communities in light of the current and future effects of climate change.

With over 60 percent of the Town's area comprising of hard surfaces and only 16 percent green canopy cover, East Fremantle has been identified as a place of significant urban greening opportunity. By greening your vegre, you can do your bit to support our community.

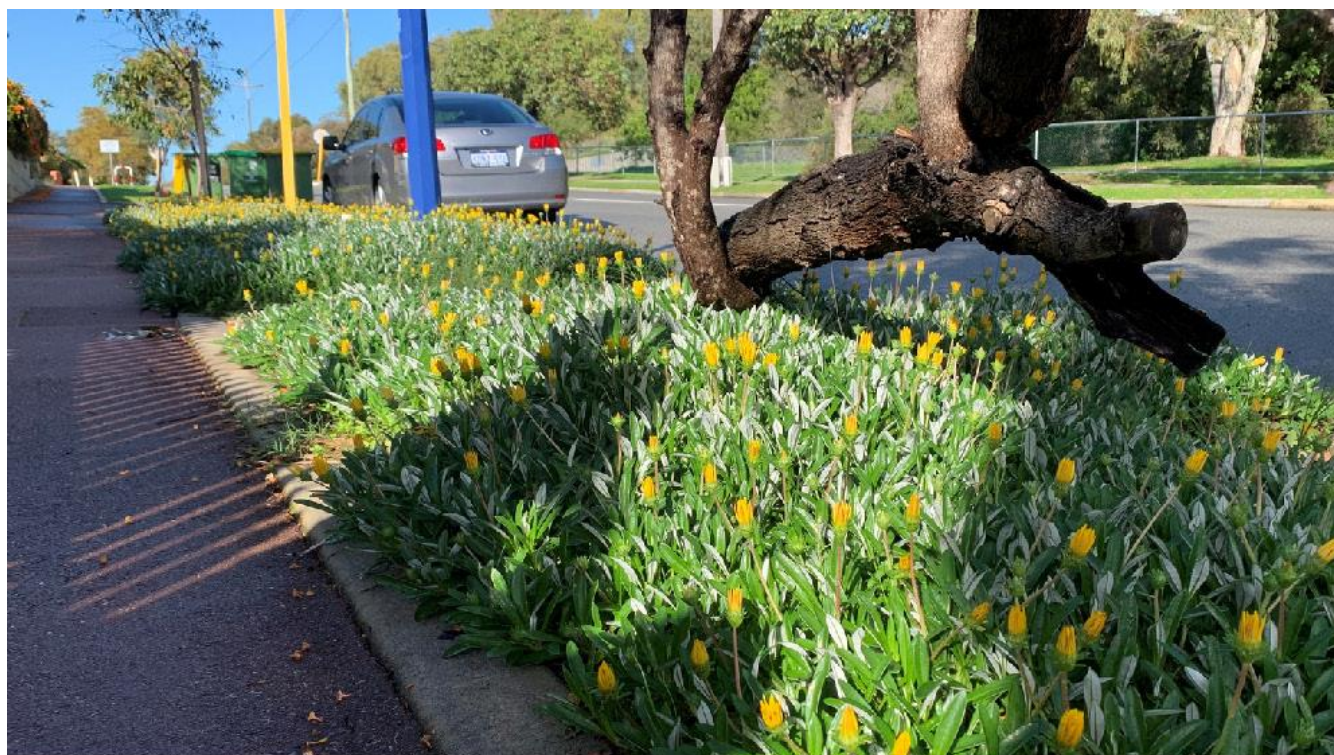
### STRATEGIC VISION (CES)

- 2.1 Council commits to increasing the Town's total vegetation canopy cover to 30 percent by 2030.
- 2.2 Council will support greening initiatives on both public and private land.
- 2.3 Council will collaborate with multi-disciplinary organisations to increase and protect green spaces.



Scan to learn more about Climate Action in East Fremantle.





## What is the Street Verge?

*The verge, situated between the street curb and the adjacent property boundary, plays a crucial role in shaping the aesthetics of your street. Despite being classified as Crown Land, it falls upon the adjacent landowner to maintain and improve this area.*

The verge, often referred to as the roadside verge or nature strip, is the strip of land between the edge of the road and the adjacent property boundary and acts as a buffer zone between the public thoroughfare and private land. The verge typically lies parallel to the road and serves as a transitional space between the pavement and private property.

Verges serve as a collective asset by:

- Hosting service utilities.
- Providing access to residential and commercial properties.
- Offering connectivity throughout the Town.
- Connecting properties to the natural environment.
- Reducing street temperatures when trees and vegetation are present.

**Width:** The width of the verge varies depending on the characteristics of your street and can range from a narrow strip to a more expansive area.

**Ownership:** The verge is Crown Land, however, property owners are often responsible for its maintenance, subject to local regulations and guidelines.

While the primary purpose of the verge is to provide a separation between the road and private property for underground services, the verge also serves various other functions, including:

**Stormwater management:** Planting out the verge helps absorb rainwater, reducing runoff and preventing soil erosion and sediment movement.

**Aesthetic enhancement:** Well-maintained verges contribute to the visual appeal of neighborhoods and streetscapes.

**Habitat creation:** Native and waterwise verges can provide habitat for wildlife, including birds, insects, and small mammals. Verges act as links to nature reserves, providing corridors for native wildlife.





## Why Create a Waterwise Native Verge?

*The Town aims to protect, link, and enhance public and private green spaces wherever possible. Green spaces provide fauna with homes as well as creating corridors between bush sites and establishing ecological links across the Town.*

The formation of a waterwise verge can add a variety of environmental, economic and social benefits for residents, commercial business owners, and the community as a whole, including:

- improved water efficiency and increased stormwater infiltration
- urban cooling and a reduction of the urban heat island effect in summer
- habitat for local wildlife and increased biodiversity
- improved streetscape amenity and potentially increasing property values
- improved health and resilience of the Town's urban forest.

Given the impacts of climate change and a drying climate, preserving water is critical. The Town supports the implementation of water-efficient and native verges.

These verges demand less water and require less maintenance, all while ensuring resilience during the scorching summer months.

A well-planned and adequately maintained waterwise verge garden can assist in:

- Reducing urban heat by cooling the streetscape through the presence of verge trees which provide shaded leafy canopies.
- Reduce water runoff, water consumption, and maintenance of the verge area.
- Serve as crucial habitat and nature links for wildlife, thereby enriching biodiversity across the Town.
- Enhance rainwater infiltration and decrease stormwater runoff into the Swan River.

# Approved Verge Treatments

*The Town encourages resilient and waterwise native verge gardens, which not only enhance the aesthetics of the streetscape but also require less maintenance and provide habitat for local birds and animals. The below are approved verge treatments which do not require any approval.*



## MULCH

Mulching is an effective method to create a waterwise verge. Applying a 5-10mm layer of mulch is crucial for retaining water and reducing evaporation, which helps plants thrive, especially during hot summer months. Additionally, mulch aids in weed prevention, thereby reducing the necessity for ongoing maintenance.

Free mulch is available for collection at the **Fremantle Recycling Centre** at no cost. For information regarding opening hours, please visit [fremantle.wa.gov.au](https://fremantle.wa.gov.au). Please ensure to bring a form of identification when collecting the mulch.



## NATIVE WATERWISE PLANTS

When planting on your verge, utilise native and waterwise groundcovers and shrubs. Avoid any plants that are prickly, spiky, or poisonous. Once established it is the responsibility of the resident to ensure that all plantings are managed and do not exceed 0.6m in height to ensure clear sightlines are maintained at all times.

For Waterwise native plants specific to East Fremantle's soil conditions visit: **Waterwise Plants Suitable to East Fremantle**. If you would like feedback on your proposed plantings, feel free to discuss with our parks team on 9339 9339.



## VERGE TREES

Verge trees offer a range of advantages, such as lowering ambient temperatures, enhancing the visual appeal of street landscapes, creating habitat for wildlife and potentially raising property values. Trees have also been linked to enhancing both physical and mental well-being.

The Town installs and manages all verge trees in the Town. If you'd like to request a verge tree for your property, please fill out the **Verge Tree Request Form** or scan the QR code on page 12.



## GRASS

The Town promotes waterwise native verge gardens over lawned verges. Installing and upkeep of a low-maintenance lawn can notably decrease water requirements, saving both time and money. When selecting a lawn, opt for a warm-season grass that is drought-tolerant and well-suited for WA's warm summer climate.

Visit **Waterwise Lawn Varieties** for more information.



# Verge Treatments Requiring Approval

*Some materials require formal approval prior to being installed, these include:*

## IRRIGATION



Once established, native plants and verges can survive hot dry summers with little to no additional watering. If your verge garden requires irrigation, contact a Waterwise service provider to help in designing and installing irrigation to best suit your vegetation and verge conditions.

Residents must submit a diagrammatic sketch indicating the location of the proposed reticulation. Information on the **Town's irrigation conditions**.

To check your scheduled watering days visit [watercorporation.com.au/waterwise](http://watercorporation.com.au/waterwise)



## FRUITING AND EDIBLE PLANTS

If you would like to have fruiting plants in your verge area, the Town will require a formal application detailing the locations of the proposed plantings as well as the species proposed. Plantings must be no higher than 0.6m and must be managed to ensure the fruit does not attract pests and the plantings do not block sight lines for pedestrians, cyclists and motorists.

If these materials are installed without formal approval, the Town may require their removal.

To apply for a verge treatment scan the QR code or complete the **Verge Treatment Form**.



## Unapproved Verge Treatments

*The following verge treatments are unapproved in the verge area and will not be approved under any circumstances:*

- Toxic, spikey or poisonous plants or plantings.
- Paving, Concrete, or other similar hardstand materials.
- Limestone rubble, gravel, or any similar loose aggregates.
- Artificial/synthetic lawn.
- Verge trees other than those planted by the Town of East Fremantle.
- Materials or structures which are unsafe, block sightlines, are loose or slippery, present hazard or are impermeable



# Services and Responsibilities

*An important function of the verge is to serve as a corridor for above and below ground services and utilities (power, water, sewerage, gas etc).*

Periodically, works will be undertaken on the verge, such as tree pruning or service maintenance/upgrades, which may damage or disturb verge gardens.

The resident/landowner is responsible for the reinstatement of the verge garden following any works by utility providers or other authorised parties.



## Utility Locations



Under the verge, there can often be service utilities, telephone lines, and electricity cables. Before beginning any work on your verge, it's important to find the location of any of these services. Verge treatments must not cover or obstruct these services.

Before any verge development work, call 'Dial Before You Dig' on 1100 or go to [1100.com.au](http://1100.com.au) to find out the location of any below ground services within your verge. It is the owner or occupier's responsibility to identify all services located within the verge.







# Residential Incentives



## FREE VERGE TREES

The Town has a broad street tree program that includes regular maintenance and annual winter planting. The Town takes responsibility for the installation and maintenance of all street trees, relevant regulations; ensuring access to underground service locations and appropriate tree species. Residents are encouraged to request a verge tree from the Town. By planting more verge trees we can reduce the urban heat island effect and increasing the Town's urban canopy.

Request a  
Verge Tree



## NATIVE PLANT SALE

Every May, the Town collaborates with **APACE Nursery** in North Fremantle to offer native plants at a discounted price to East Fremantle residents. Residents can access up to 40 plants with the Town contributing covering half the cost. Native plants are perfect for verge gardens, offering habitat and food for various forms of native wildlife. Due to high demand, the plants sell out fast, so make sure to secure yours before they're gone!



## FREE MULCH

Mulching is an easy way to develop a waterwise garden. East Fremantle residents can collect mulch from the Fremantle Recycle Centre in Montreal Street, Fremantle at no cost, for opening hours visit [fremantle.wa.gov.au](http://fremantle.wa.gov.au) (please take a form of Identification).



12 | VERGE GREENING GUIDELINES





# Tiny Beetle Causing Big Problems

*About the size of a sesame seed, The Polyphagous shot-hole borer (*Euwallacea fornicatus*) bore tunnels in trees, where they cultivate a *Fusarium* fungus as a food source. The growth of the fungus disrupts the flow of water and nutrients around the tree and can lead to branches and even whole trees dying.*

## What Happened?

The Polyphagous shot-hole borer (PSHB) was first reported in Western Australia in 2021. The PSBH is known to infect over 400 plant species and has been detected in both exotic and Australian native tree species.

The Town has been working with the Department of Primary Industries and Regional Development (DPIRD) to closely manage the spread of PSHB.

Residents are advised to inspect any green waste or tree clippings for signs of borer. In the case you believe there are signs of borer, please get in touch with DPIRD or report through the MyPestGuide.

## Report any suspected borer to DPIRD



MyPestGuide@  
MyPestGuide@ Reporter app  
[mypestguide.agric.wa.gov.au](mailto:mypestguide.agric.wa.gov.au)  
Pest and Disease Information Service  
08 9368 3080

## What to look for?

The symptoms of infestation vary from species to species, the main things to look for are:

- Beetle entry/exit holes - approximately the size of a ballpoint pen tip
- Galleries - when pruning branches or inspecting fallen branches, check for evidence of galleries caused by the tunnelling of PSHB beetles.
- Discoloration/staining - this is caused by the *Fusarium* fungus.
- Gumming - thick resin or sap.
- Frass - produced by the beetles tunnelling, frass or "noodles" may be seen on the tree exterior. This can indicate a high level of infestation.
- Sugar volcanoes - a common sign of infestation on Avocado trees, crystalline foam is exuded from entry/exit holes.
- Dieback and tree death - the fungus disrupts the tree's vascular systems causing dieback and death.





## Selecting the right plants for your verge

*Understanding your soil type is crucial before choosing any plants for your verge. The soil in East Fremantle is typically full of limestone and known as the Cottesloe Soil Complex.*

The formation of a waterwise verge can add a variety of environmental, economic and social benefits for residents, commercial business owners, and the community as a whole, including:

- improved water efficiency and increased stormwater infiltration
- urban cooling and a reduction of the urban heat island effect in summer
- habitat for local wildlife and increased biodiversity
- improved streetscape amenity and potentially increasing property values
- improved health and resilience of the Town's urban forest.

The Town installs a variety of native and introduced street trees to ensure a diverse streetscape protected from disease, ensuring an urban forest for future generations.

Due to the Town's proximity to the Swan River, excess nutrients from residential runoff and stormwater drainage can contribute to unhealthy water quality and algal blooms. Installing street trees, waterwise lawns, and waterwise verge gardens are simple methods residents can use to limit such runoff into the Swan River.

Native Waterwise plants  
suitable to East Fremantle

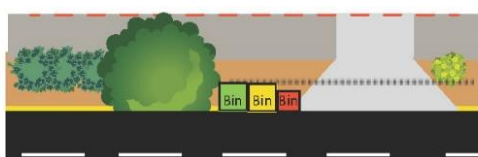


# Designing a Verge Garden

*Use the following examples to help design your own verge garden.  
Remember to consider if you will need space for waste collection (bulk waste and weekly collection) as well as use for bus stops and pathways.*

## NARROW VERGE

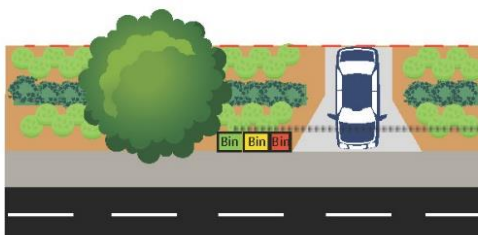
(footpath adjacent to the property boundary)



- Footpath
- Layered planting, shrubs, strappy leaf plants and groundcovers.
- 1m mulch only strip for pedestrian access and waste collection.

## STANDARD VERGE

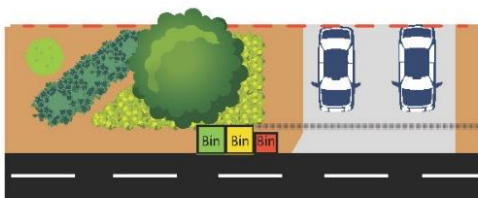
(with footpath adjacent to road)



- Layered planting, shrubs, strappy leaf plants, and groundcovers.
- 1m mulch only strip at back of kerb to allow for growth and area for bins.
- Footpath

## LARGE VERGE

(no footpath)



- Layered planting, shrubs, strappy leaf plants, and groundcovers.
- 2m mulch only strip for pedestrian access and waste collection.

## LARGE VERGE

(with footpath adjacent to property )



- Footpath
- Layered planting, shrubs, strappy leaf plants and groundcovers.
- 2m mulch only strip for pedestrian access and waste collection.



[eastfremantle.wa.gov.au](http://eastfremantle.wa.gov.au)



### 3.2.4 Verge Treatment Policy

<b>Type:</b>	Regulatory Services, Environmental Health
<b>Legislation:</b>	Public Places and Local Government Property Local Law 2016
<b>Delegation:</b>	
<b>Other Related Document:</b>	Town of East Fremantle Greening Guidelines Maintenance and Removal of Public and Verge Trees Policy Climate Emergency Strategy 2022-2032 Climate Emergency Action Plan 2023 - 2033

#### Objective

To promote the installation of soft landscaping in the local road verge area, utilising vegetation that optimises permeable surfaces to attain the following objectives:

1. Establish livable, waterwise, and green public corridors and verge areas supporting local wildlife and biodiversity.
2. Establish resilient shaded spaces that not only mitigate urban heat but also contribute to fostering healthy and livable communities within the Town, in response to the challenges posed by climate change.
3. Limit the discharge of stormwater containing hazardous chemicals and materials such as microplastics into sensitive environments, including the Swan River.
4. Enhance the visual appeal of the streetscape and promote public health by contributing to the aesthetic improvement of public spaces.

#### Policy Scope

This policy is applicable to all land within the road and street verge areas controlled by the Town, where the Town has authority over the road reserve. Although verges are Crown Land, adjacent landowners are responsible for maintaining and enhancing them.

#### Legislative Requirements

In compliance with the Town of East Fremantle [Public Places and Local Government Property Local Law 2016](#), landowners and occupiers abutting a verge can install a 'permissible verge treatment.' Further details can be found in the Verge Treatment Policy (this policy) and the Town of East Fremantle Public Places and Local Government Property Local Law 2016.

#### Policy

This policy has been developed in accordance with the Water Corporation's [Waterwise Verge Best Practice Guidelines](#) and provides further guidance for permissible verge treatments as stated in the Town of East Fremantle Public Places and Local Government Property Local Law 2016.

## Design Guide

Residents are encouraged to install permeable soft landscaping with the following requirements:

- Features must be set back to provide clear access to infrastructure (underground services, power poles) and not obstruct lines of sight for pedestrians, cyclists, or motorists.
- For verges without footpaths, plants should be set back at least 2m from the road kerb to allow for pedestrian movement and waste collection.
- Footpaths and kerbing are not to be removed or replaced for landscaping.
- Verge installations must not include unsafe materials or structures.

## Verge Garden Materials

The following table outlines acceptable and unacceptable verge treatments. All treatment placed in the verge area should be permeable for water and set back to provide clear sightlines and safety areas for the public and access to any services.

	Material Description
Verge Treatments Approved <b>no approval required</b>	<ul style="list-style-type: none"> <li>• Mulch (contained within the boundary of the verge).</li> <li>• Maintained gardens native and waterwise preferred (below 0.6m)</li> <li>• Drought-tolerant lawn varieties such as couch, kikuyu, and warm-season buffalo (however, lawn verges not preferred).</li> </ul>
Verge Treatments Approved <b><u>subject to approval</u></b>	<ul style="list-style-type: none"> <li>• Irrigation installed in the verge.</li> <li>• Edible plants, ensuring regular harvesting and preventing any produce from being left on the ground to decompose (less than 0.6m).</li> </ul>
Unapproved Verge Treatments  When the Town deems a material, structure, or verge treatment to be hazardous or posing a significant risk to the public the material will be deemed unacceptable	<ul style="list-style-type: none"> <li>• Toxic, spikey, or poisonous plants or plantings.</li> <li>• Paving, concrete, or other similar hardstand materials.</li> <li>• Limestone rubble, gravel, or any similar loose aggregates.</li> <li>• Artificial/synthetic lawn.</li> <li>• Verge trees other than those planted by the Town.</li> <li>• Materials or structures which are unsafe, block sightlines, are loose or slippery, present hazard or are impermeable.</li> </ul>

## When to apply for a Verge Treatment requiring approval?

A verge treatment application is not required when installing Verge Treatments which are accepted and do not require approval.

To apply for an Accepted Material Type that requires approval, follow these steps:

1. Fill out the Alteration to Verge Form available at [Verge Treatments and Street Trees](#).
2. The Application Form must include a diagrammatic sketch, identifying any proposed Irrigation or Edible Plants proposed for the area. For all irrigation conditions refer to [Verge Treatments and Street Trees – Conditions for installing irrigation](#).

If the application is adjacent to a strata-titled property, obtain written approval for the works from all strata owners/managers.



## Underground Services

Before starting any works on the verge, including irrigation and planting, applicants must contact [Dial Before You Dig](#) to identify the location of underground services. For more information, visit <https://www.1100.com.au/> or call 1100 during business hours.

Any works conducted by the applicant on the verge that result in damage or disruption to services must be reinstated at the applicant's expense. The Town, along with service providers, retains the right to undertake necessary works on the verge or authorize others to do so. Periodically, works will be undertaken on the verge, such as tree pruning or service maintenance/upgrades, which may damage or disturb verge gardens. The resident/landowner is responsible for the reinstatement of the verge garden following any works by utility providers or other authorised parties.

## Plant Selection

The Town encourages waterwise plant use, offering native plants at the annual Apace Nursery plant sale every May. Refer to the Water Corporation's [Waterwise Plant Selection Tool](#) or the Town's Greening Guidelines for suitable species.

## Street Trees

Residents can apply for a street tree by completing the [Verge Tree Request Form](#). The Town is responsible for planting, maintaining, and removing all street and reserve trees according to its 'Maintenance and Removal of Public and Verge Trees Policy.'

The Town is committed to preserving healthy verge trees that pose no safety concerns. Removal requests lacking suitable justification will not be supported. Pruning of verge trees will only occur if a tree causes adverse impacts, as determined by the Town or its contractor. When installing verge gardens, care must be taken to protect the trunk, canopy, and preserve the root zone of street trees.

## Maintenance and Upkeep

The maintenance of the verge is the responsibility of the adjacent owner or occupier, with the Town assuming no responsibility for the health and well-being of approved verge gardens. Once installed, a verge garden is expected to adhere to the following guidelines:


- Plant growth must be confined within the verge area, avoiding spillage into footpaths or road areas, and should not exceed a height of 0.6m.
- Plants must be consistently maintained in a weed-free state and watered as needed for establishment and upkeep.
- The removal of all excess soils and litter resulting from plantings is the responsibility of the applicant and must be conducted at their expense.

In cases where a verge landscaping feature is deemed by the Town to pose a safety concern or fails to meet established guidelines, the Town may instruct the applicant to revise specific aspects or the entirety of the feature to align with this policy and Town requirements. Alternatively, the Town retains the right to remove or mandate the removal of any non-compliant feature at cost to the owner of the adjacent property.

<b>Responsible Directorate:</b>	Operations
<b>Reviewing Officer:</b>	WASO
<b>Decision making Authority:</b>	Council
<b>Date of Adoption:</b>	20/7/21
<b>Policy Amended/Reviewed:</b>	12/09/24


# Tree Species Selection List

0 drop - once established will require no supplementary watering.  
1 drop - requires watering once a week once established.  
2 drop - requires watering twice a week once established.

 Species from the old Style Guide

Tree Size	Drop Rating	Common Name	Botanical Name	Origin	Deciduous (D) Evergreen (E)	Root Incisiveness	flowering type	Suitable for Small Verge Gardens	Suitable for Medium and Large Verge Gardens	Suitable for Public Open Space	Shot Hole Borer
Small (4-8m)	0	Firewood Banksia	Banksia menziesii	WA Native	E	Low	Showy/ornamental		x		no
Small (4-8m)	0	Kings Park Special	Callistemon 'Kings Park Special'	WA Native	E	Moderate	Showy/ornamental	x			no
Small (4-8m)	0	Beard's Mallee	Eucalyptus beardiana	WA Native	E	Low	Inconspicuous/small	x			no
Small (4-8m)	0	Desmond Mallee	Eucalyptus desmondensis	WA Native	E	Low	Showy/ornamental	x			no
Small (4-8m)	0	Drummond's Mallee	Eucalyptus drummondii	WA Native	E	Low	Showy/ornamental	x			no
Small (4-8m)	0	Illyarrie	Eucalyptus erythrocorys	WA Native	E	Low	Showy/ornamental	x			no
Small (4-8m)	0	Red Flowered Mallee	Eucalyptus erythronema	WA Native	E	Low	Showy/ornamental	x			no
Small (4-8m)	0	Fromantle Mallee	Eucalyptus foecunda	WA Native	E	Low	Inconspicuous/small	x			no
Small (4-8m)	0	Fuchsia Mallee	Eucalyptus forrestiana	WA Native	E	Low	Showy/ornamental	x			no
Small (4-8m)	0	Mottlecah	Eucalyptus macrocarpa	WA Native	E	Low	Showy/ornamental	x			no
Small (4-8m)	0	Round-Leaved Mallee	Eucalyptus orbifolia	WA Native	E	Low	Showy/ornamental	x			no
Small (4-8m)	0	Tallerack	Eucalyptus plicurocarpa	WA Native	E	Low	Showy/ornamental	x			no
Small (4-8m)	0	Pear fruited Mallee	Eucalyptus pyriformis	WA Native	E	Low	Showy/ornamental	x			no
Small (4-8m)	0	Rose Mallee	Eucalyptus rhodantha	WA Native	E	Low	Showy/ornamental	x			no
Small (4-8m)	0	Pink Flowering Mallee	Eucalyptus rosacea	WA Native	E	Low	Showy/ornamental	x			no
Small (4-8m)	0	Webster's Mallee	Eucalyptus websteriana	WA Native	E	Low	Showy/ornamental	x			no
Small (4-8m)	0	Sandplain Woody Pear	Xylomelum angustifolium	WA Native	E	Low	Inconspicuous/small	x			no
Small (4-8m)	1	Brachychiton 'Belladonna'	Brachychiton acerifolia x populneus	Aus Native	E	Low	Showy/ornamental	x			no
Small (4-8m)	1	Burgundy Weeping Peppermint	Agonis flexuosa 'Burgundy'	WA Native	E	Low	Inconspicuous/small	x			Non-reproductive host trees
Small (4-8m)	1	Weeping bottlebrush	Callistemon viminalis	Aus Native	E	Moderate	Showy/ornamental	x			no
Small (4-8m)	1	Dwarf Yellow Bloodwood	Corymbia oximia 'Nana'	Aus Native	E	Low	Showy/ornamental	x			no
Small (4-8m)	1	Bald Island Marlock	Eucalyptus conferruminata	WA Native	E	Low	Showy/ornamental	x			no
Small (4-8m)	1	Crimson mallee	Eucalyptus lansdowneana	Aus Native	E	Low	Showy/ornamental	x			no
Small (4-8m)	1	Euky Dwarf	Eucalyptus leucoxylen 'Euky Dwarf'	Aus Native	E	Low	Showy/ornamental	x			no
Small (4-8m)	1	River Yate	Eucalyptus macrandra	WA Native	E	Low	Showy/ornamental	x			no
Small (4-8m)	1	Red-Flowered Moort	Eucalyptus nutans	WA Native	E	Low	Showy/ornamental	x			no


# Tree Species Selection List

 Species from the old Style Guide

Tree Size	Drop Rating	Common Name	Botanical Name	Origin	Deciduous (D) Evergreen (E)	Root Incisiveness	flowering type	Suitable for Small Verge Gardens	Suitable for Medium and Large Verge Gardens	Suitable for Public Open Space	Shot Hole Borer
Small (4-8m)	1	Bell Fruited Malloo	Eucalyptus proissiana	WA Native	E	Low	Showy/ornamental	x			no
Small (4-8m)	1	Pin-Cushion Hakea	Hakea laurina	WA Native	E	Low	Showy/ornamental	x			no
Small (4-8m)	1	Saltwater Paperbark	Melaleuca cuticularis	WA Native	E	Moderate	Inconspicuous/small	x			no
Small (4-8m)	1	Rottnest Island Tea-Tree	Melaleuca lanceolata	WA Native	E	Moderate	Inconspicuous/small			x	no
Small (4-8m)	1	Western Tea Myrtle	Melaleuca nesophila	WA Native	E	Moderate	Showy/ornamental	x			no
Small (4-8m)	1	Gumbi Gumbi/Weeping Pittosporum	Pittosporum angustifolium	WA Native	E	Low	Inconspicuous/small	x			no
Small (4-8m)	2	Dawson River Wooper	Callistemon 'Dawson River'	Aus Native	E	Moderate	Showy/ornamental	x			no
Small (4-8m)	2	Native Frangipani	Hymenosporum flavum	Aus Native	E	High	Showy/ornamental			x	no
Small (4-8m)	2	Crape Myrtle	Lagerstroemia indica	Exotic	D	Low	Showy/ornamental	x			no
Small (4-8m)	2	Cape Leeuwin Wattle	Parasoranthos lophantha	WA Native	E	Moderate	Showy/ornamental			x	no
Small (4-8m)	2	Persian Ironwood	Parrotia persica	Exotic	D	Moderate	Inconspicuous/small	x			no
Small (4-8m)	2	Ornamental Plum	Prunus blircana varieties	Exotic	D	Low	Inconspicuous/small	x			no
Small (4-8m)	2	Purple Leafed Ornamental Plum	Prunus corasifera varieties	Exotic	D	Low	Inconspicuous/small	x			no
Medium (8-16m)	0	Jam Wattle	Acacia acuminata	WA Native	E	Moderate	Showy/ornamental		x		no
Medium (8-16m)	0	WA Weeping Peppermint	Agonis flexuosa	WA Native	E	Moderate	Inconspicuous/small			x	Non-reproductive host trees
Medium (8-16m)	0	Common Sheoak	Allocasuarina fraseriana	WA Native	E	High	Inconspicuous/small			x	no
Medium (8-16m)	0	Bull Banksia	Banksia grandis	WA Native	E	Low	Showy/ornamental		x		Non-reproductive host trees
Medium (8-16m)	0	Kurrajong	Brachychiton populneus	Aus Native	E	High	Showy/ornamental			x	Non-reproductive host trees
Medium (8-16m)	0	Rottnest Island Cypress	Callitris proissii	WA Native	E	Low	No Flowers			x	no
Medium (8-16m)	0	Tuckeroo	Cupaniopsis anacardioides	Aus Native	E	Moderate	Inconspicuous/small		x		no
Medium (8-16m)	0	Power-bark Wandoo	Eucalyptus accedens	WA Native	E	Moderate	Inconspicuous/small			x	no




# Tree Species Selection List

 Species from the old Style Guide

Tree Size	Drop Rating	Common Name	Botanical Name	Origin	Deciduous (D) Evergreen (E)	Root Incisiveness	flowering type	Suitable for Small Verge Gardens	Suitable for Medium and Large Verge Gardens	Suitable for Public Open Space	Shot Hole Borer
Medium (8-16m)	0	Gungurru	Eucalyptus caesia ssp caesia	WA Native	E	Low	Showy/ornamental		x		no
Medium (8-16m)	0	Silver Princess	Eucalyptus caesia ssp magna	WA Native	E	Low	Showy/ornamental		x		no
Medium (8-16m)	0	Silver Mallee	Eucalyptus crucis	WA Native	E	Low	Showy/ornamental		x		no
Medium (8-16m)	0	Moort	Eucalyptus platypus	WA Native	E	Moderate	Showy/ornamental		x		no
Medium (8-16m)	0	Strickland's Gum	Eucalyptus stricklandii	WA Native	E	Low	Showy/ornamental		x		no
Medium (8-16m)	0	Coastal Blackbutt	Eucalyptus tottiana	WA Native	E	Low	Inconspicuous/small			x	no
Medium (8-16m)	0	Coastal Moort	Eucalyptus utilis	WA Native	E	Low	Inconspicuous/small		x		no
Medium (8-16m)	0	Western Coolabah	Eucalyptus victrix	WA Native	E	Low	Showy/ornamental		x		no
Medium (8-16m)	0	Large Fruited Mallee	Eucalyptus youngiana	WA Native	E	Low	Showy/ornamental		x		no
Medium (8-16m)	1	Willow Bottlebrush	Callistemon salignus	Aus Native	E	Moderate	Showy/ornamental		x		no
Medium (8-16m)	1	Argyle Apple	Eucalyptus cinerea	Aus Native	E	Low	Inconspicuous/small		x		no
Medium (8-16m)	1	Rodhoart Moit	Eucalyptus decipiens	WA Native	E	Low	Inconspicuous/small			x	no
Medium (8-16m)	1	Yellow Gum	Eucalyptus leucoxylon 'Rosca'	Aus Native	E	Moderate	Showy/ornamental		x		no
Medium (8-16m)	1	SA Yellow Gum	Eucalyptus leucoxylon sub species megalocarpa	Aus Native	E	Low	Showy/ornamental		x		no
Medium (8-16m)	1	Water Gum	Eucalyptus potilaris	Aus Native	E	Moderate	Inconspicuous/small			x	no
Medium (8-16m)	1	Swamp Mallet	Eucalyptus spathulata	WA Native	E	Moderate	Inconspicuous/small			x	no
Medium (8-16m)	1	Lemon Flowered Gum	Eucalyptus woodwardii	WA Native	E	Low	Showy/ornamental		x		no
Medium (8-16m)	1	Clarot Ash	Fraxinus 'Raywoodii'	Exotic	D	Moderate	Inconspicuous/small		x		no
Medium (8-16m)	1	Swamp Mallet	Eucalyptus spathulata	WA Native	E	Moderate	Inconspicuous/small			x	no


# Tree Species Selection List

 Species from the old Style Guide

Tree Size	Drop Rating	Common Name	Botanical Name	Origin	Deciduous (D) Evergreen (E)	Root Incisiveness	flowering type	Suitable for Small Verge Gardens	Suitable for Medium and Large Verge Gardens	Suitable for Public Open Space	Shot Hole Borer
Medium (8-16m)	1	Lemon Flowered Gum	Eucalyptus woodwardii	WA Native	E	Low	Showy/ornamental		x		no
Medium (8-16m)	1	Claret Ash	Fraxinus 'Raywoodii'	Exotic	D	Moderate	Inconspicuous/small		x		no
Medium (8-16m)	1	Sea Urchin Hakea	Hakea potii	WA Native	E	Low	Showy/ornamental		x		no
Medium (8-16m)	1	Snow-in-Summer	Molalouca linariifolia	Aus Native	E	Moderate	Showy/ornamental		x		no
Medium (8-16m)	1	Stout Paperbark	Molalouca proissiana	WA Native	E	Moderate	Showy/ornamental		x		no
Medium (8-16m)	1	Red Flowering Broadleaved Paperbark	Molalouca viridiflora	Aus Native	E	Low	Showy/ornamental		x		no
Medium (8-16m)	1	Chinese Pistachio	Pistacia chinensis	Exotic	D	Low	Showy/ornamental		x		no
Medium (8-16m)	2	Lilly Pilly	Acmena smithii	Aus Native	E	Moderate	Inconspicuous/small		x		no
Medium (8-16m)	2	Irish Strawberry tree	Arbutus unedo	Exotic	E	Moderate	Inconspicuous/small		x		no
Medium (8-16m)	2	Butterfly Tree / Orchid tree	Bauhinia sp.	Exotic	Semi- deciduous	Low	Showy/ornamental		x		no
Medium (8-16m)	2	Judas Tree	Cercis siliquastrum	Exotic	D	Moderate	Showy/ornamental			x	no
Medium (8-16m)	2	Australian Teak	Flindersia australis	Aus Native	E	Moderate	Inconspicuous/small			x	no
Medium (8-16m)	2	Evergreen Ash	Fraxinus griffithii	Exotic	E	Low	Inconspicuous/small		x		Non-reproductive host trees
Medium (8-16m)	2	Manchurian Pear	Pyrus ussuriensis	Exotic	D	Low	Inconspicuous/small		x		no
Medium (8-16m)	2	Water Gum	Tristanopsis laurina	Aus Native	E	Moderate	Inconspicuous/small		x		no
Medium (8-16m)	2	Chinese Elm	Ulmus parvifolia	Exotic	D	Moderate	Inconspicuous/small			x	no
Medium (8-16m)	2	Japanese Elm	Zelkova serrata 'Green Vase'	Exotic	D	Moderate	Inconspicuous/small		x		no
Large (16m+)	0	Coast Banksia	Banksia integrifolia	Aus Native	E	Moderate	Showy/ornamental		x		Non-reproductive host trees
Large (16m+)	0	River Banksia	Banksia seminuda	WA Native	E	Moderate	Showy/ornamental		x		no



# Tree Species Selection List

 Species from the old Style Guide

Tree Size	Drop Rating	Common Name	Botanical Name	Origin	Deciduous (D) Evergreen (E)	Root Incisiveness	flowering type	Suitable for Small Verge Gardens	Suitable for Medium and Large Verge Gardens	Suitable for Public Open Space	Shot Hole Borer
Large (16m+)	0	Yellow Bloodwood	Corymbia eximia	Aus Native	E	Moderate	Showy/ornamental			x	no
Large (16m+)	0	Darling Range Ghost Gum	Eucalyptus laevis	WA Native	E	Low	Inconspicuous/small			x	no
Large (16m+)	0	Jarraah	Eucalyptus marginata	WA Native	E	Moderate	Inconspicuous/small			x	no
Large (16m+)	0	Wandoo	Eucalyptus wandoo	WA Native	E	Moderate	Inconspicuous/small			x	no
Large (16m+)	1	Sydney Red Gum	Angophora costata	Aus Native	E	Moderate	Inconspicuous/small			x	no
Large (16m+)	1	Rough Barked Apple Gum	Angophora floribunda	Aus Native	E	Moderate	Inconspicuous/small		x		no
Large (16m+)	1	Lacebark Kurrajong	Brachychiton discolor	Aus Native	D	Low	Showy/ornamental		x		no
Large (16m+)	1	Cape Chestnut	Calodendron capense	Exotic	D	Moderate	Showy/ornamental			x	no
Large (16m+)	1	Rose She-oak	Casuarina torulosa	Aus Native	E	Moderate	Inconspicuous/small			x	no
Large (16m+)	1	Marri	Corymbia calophylla	WA Native	E	Moderate	Showy/ornamental			x	no
Large (16m+)	1	Spotted Gum	Corymbia maculata	Aus Native	E	Moderate	Inconspicuous/small			x	no
Large (16m+)	1	Tuart	Eucalyptus gomphocophala	WA Native	E	Moderate	Inconspicuous/small			x	Non-reproductive host trees
Large (16m+)	1	Narrow-leaved Peppermint	Eucalyptus nicholii	Aus Native	E	Moderate	Inconspicuous/small			x	no
Large (16m+)	1	Blackbutt	Eucalyptus patens	WA Native	E	Moderate	Inconspicuous/small			x	no
Large (16m+)	1	Red Box	Eucalyptus polyanthemos	Aus Native	E	Moderate	Inconspicuous/small			x	Non-reproductive host trees
Large (16m+)	1	Iron Bark	Eucalyptus sideroxylon	Aus Native	E	Moderate	Showy/ornamental			x	no
Large (16m+)	1	Jacaranda	Jacaranda mimosifolia	Exotic	D	Moderate	Showy/ornamental		x		Non-reproductive host trees
Large (16m+)	1	Queensland Firewheel Tree	Stenocarpus sinuatus	Aus Native	E	Low	Showy/ornamental		x		Non-reproductive host trees
Large (16m+)	2	Flowering Ash	Fraxinus ornus	Exotic	D	Moderate	Inconspicuous/small		x		no
Large (16m+)	2	Weeping Broadleaved Paperbark	Melaleuca leucadendra	WA Native	E	Moderate	Inconspicuous/small		x		no
Large (16m+)	2	NZ Christmas tree	Metrosideros excelsa	Exotic	E	High	Showy/ornamental			x	no
Large (16m+)	2	Illawarra Plum	Podocarpus elatus	Aus Native	E	Moderate	No Flowers			x	no
Large (16m+)	2	Holly Leaf Oak	Quercus illex	Exotic	E	Moderate	Inconspicuous/small			x	no
Large (16m+)	2	Red Oak	Quercus rubra	Exotic	D	Moderate	Inconspicuous/small			x	no

# Old Style Guide - Tree List

Species included on the new tree list

Species recommended to be removed

Tree Size	Drop Rating	Common Name	Botanical Name	Origin	Deciduous (D) Evergreen (E)	Root Incisiveness	flowering type	Suitable for Small Verge Gardens	Suitable for Medium and Large Verge Gardens	Suitable for Public Open Space	Removal from Style Guide
Small (4 - 8m)	NA	Cook Pine	Araucaria columnaris	Exotic	E						Non Waterwise Tree Species
Small (4 - 8m)	NA	Norfolk Island Pine	Araucaria heterophylla	Exotic	E						Non Waterwise Tree Species
Small (4-8m)	0	Kings Park Special	Callistemon 'Kings Park Special'	WA Native	E			x			no
Small (4-8m)	0	Illyarrie	Eucalyptus erythrocorys	WA Native	E			x			no
Small (4-8m)	1	Saltwater Paperbark	Melaleuca cuticularis	WA Native	E			x			no
Small (4-8m)	1	Rottnest Island Tea-Tree	Melaleuca lanceolata	WA Native	E					x	no
Small (4-8m)	1	Chinese Tallow	Sapium sebiferum	Exotic	D			x			PSHB Reproductive host
Small (4-8m)	2	Ornamental Pears	Pyrus calleryana varieties	Exotic	D			x			PSHB Reproductive host
Medium (8 - 16m)	NA	Coast Sheoak	Casuarina equisetifolia	Aus Native	E						Non Waterwise/non reproductive host
Medium (8 - 16m)	NA	Camphor Laurel	Cinnamomum camphora	Exotic	E						Non Waterwise
Medium (8 - 16m)	NA	Coral Tree	Erythrina skii	Exotic	D						PSHB Reproductive host
Medium (8 - 16m)	NA	Moreton Bay Fig	Ficus macrophylla	Aus Native	E						PSHB Reproductive host
Medium (8 - 16m)	NA	Hills Fig	Ficus microcarpa var. hilliae	Aus Native	E						Non Waterwise
Medium (8 - 16m)	NA	Claret Ash	Fraxinus angustifolia	Aus Native	D						Non Waterwise/non reproductive host
Medium (8 - 16m)	NA	Broad Leaved Paperbark	Melaleuca quinquenervia	WA Native	E						PSHB Reproductive host
Medium (8 - 16m)	NA	Broad Leaved Paperbark	Melaleuca viridifolia	WA Native	E						Non Waterwise
Medium (8 - 16m)	NA	Low-fruiting Olive Tree	Olea europaea 'Swan Hill'	Exotic	E						Non Waterwise/non reproductive host
Medium (8 - 16m)	NA	Canary Island Date Palm	Phoenix canariensis	Exotic	E						Non Waterwise
Medium (8-16m)	0	WA Weeping Peppermint	Agonis flexuosa	WA Native	E	Moderate	Inconspicuous/small			x	no Non-reproductive host trees

# Old Style Guide - Tree List

- Species included on the new tree list
- Species recommended to be removed

Tree Size	Drop Rating	Common Name	Botanical Name	Origin	Deciduous (D) Evergreen (E)	Root Incisiveness	flowering type	Suitable for Small Verge Gardens	Suitable for Medium and Large Verge Gardens	Suitable for Public Open Space	Removal from Style Guide
Medium (8- 16m)	0	Common Shoak	Allocasuarina fraseriana	WA Native	E	High	Inconspicuous/small			x	
Medium (8- 16m)	0	Kurrajong	Brachychiton populneus	Aus Native	E	High	Showy/ornamental	x			no Non-reproductive host trees
Medium (8- 16m)	0	Tuckeroo	Cupaniopsis anacardioides	Aus Native	E	Moderate	Inconspicuous/small	x		x	no
Medium (8- 16m)	0	Coastal Moort	Eucalyptus utilis	WA Native	E	Low	Inconspicuous/small	x		x	no
Medium (8- 16m)	0	Olive	Olea europaea	Exotic	E	Moderate	Inconspicuous/small	x		x	no Non-reproductive host
Medium (8- 16m)	0	Pepper Corn tree	Schinus molle	Exotic	E	Moderate	Inconspicuous/small	x			Weed Species
Medium (8- 16m)	1	Swamp Shoak	Casuarina obesa	WA Native	E	Moderate	Inconspicuous/small	x		x	PSHB Reproductive host
Medium (8- 16m)	1	Carob	Ceratonia siliqua	Exotic	E	Moderate	Inconspicuous/small	x			PSHB Reproductive host
Medium (8- 16m)	1	Swamp Mallet	Eucalyptus spathulata	WA Native	E	Moderate	Inconspicuous/small	x		x	no
Medium (8- 16m)	1	Chinese Pistachio	Pistacia chinensis	Exotic	D	Low	Showy/ornamental	x		x	no
Medium (8- 16m)	2	Chinese Elm	Ulmus parvifolia	Exotic	D	Moderate	Inconspicuous/small	x			no
Large (16m+)	NA	Pride of Bolivia	Tipuana tipu	Exotic	Semi Deciduous						Non Waterwise
Large (16m+)	1	Sydney Red Gum	Angophora costata	Aus Native	E	Moderate	Inconspicuous/small				no
Large (16m+)	1	Tuart	Eucalyptus gomphoccephala	WA Native	E	Moderate	Inconspicuous/small				no Non-reproductive host
Large (16m+)	1	Iron Bark	Eucalyptus sideroxylon	Aus Native	E	Moderate	Showy/ornamental				no
Large (16m+)	1	Jacaranda	Jacaranda mimosifolia	Exotic	D	Moderate	Showy/ornamental			x	no Non-reproductive host
Large (16m+)	2	Weeping Broadleaved Paperbark	Melaleuca leucadendra	WA Native	E	Moderate	Inconspicuous/small			x	no
Large (16m+)	2	NZ Christmas tree	Metrosideros excelsa	Exotic	E	High	Showy/ornamental				no

14 MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil

15 NOTICE OF MOTION FOR CONSIDERATION AT THE NEXT MEETING

16 QUESTIONS BY MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN

Nil

17 NEW BUSINESS OF AN URGENT NATURE

18 MATTERS BEHIND CLOSED DOORS

**PROCEDURAL MOTION**

**That the meeting be closed to the public to discuss a confidential report in relation to 18.1 Head Contract Variation EOT05 under the terms of the Local Government Act 1995, Section 5.23(2)(c) & (d).**

18.1 HEAD CONTRACT VARIATION EOT05

Confidential Report

19 CLOSURE